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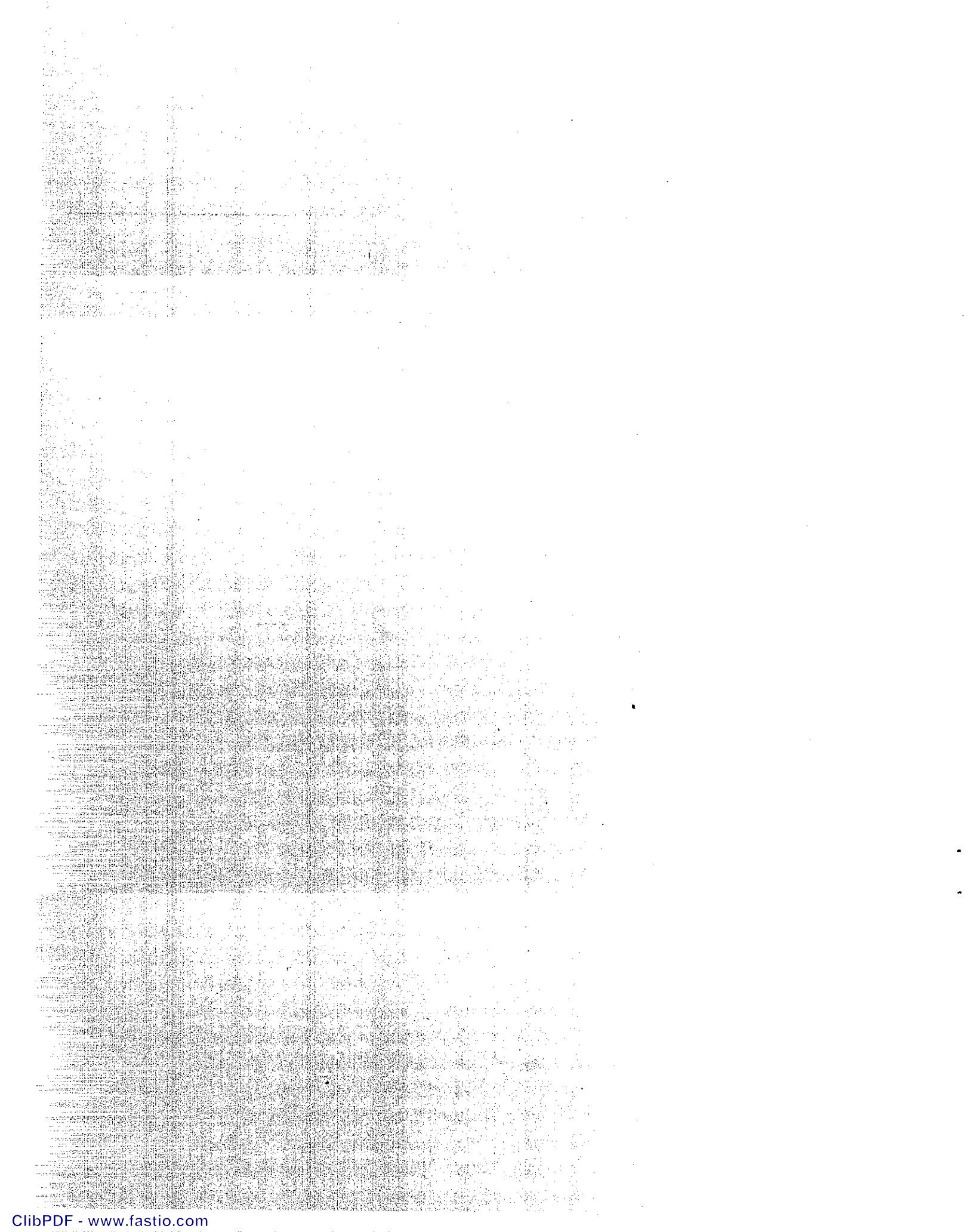
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SAFETY ROADSIDE REST VEHICLE USE STUDY

MAY, 1973

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SAFETY ROADSIDE REST VEHICLE USE STUDY

MAY, 1973

Y600 1994

Technical Report

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SAFETY ROADSIDE REST VEHICLE USE STUDY

THE PROBLEM

Firm criteria for location of safety roadside rests along the State highway network have been lacking. Knowledge of how much people use them and the type of facilities to provide are also deficient.

The purpose of this study is to increase knowledge of roadside rest use in order that policy for their construction and a better basis for their design may be formulated.

FINDINGS

People do use roadside rests. Their patronage represents their vote in favor of rest areas. Polled California motorists' opinion is overwhelmingly favorable to roadside rests.

Relative to passing traffic the number of rest area users is small, about 5% on the average. Yet cumulatively this small percent adds up to more than 10,000,000 vehicles per year at 81 existing roadside rests.

At an average occupancy of 3 persons per vehicle, a figure established in prior studies, this amounts to over 30,000,000 visitors per year. By contrast, total paid attendance at all major league baseball games in the United States in 1971 was 29,000,000. Cal Expo in all of its activities had 1,772,000 visitors in 1972, about half of them during the 20-day fair. Cal Expo has cost \$23 million to date. All existing roadside rests, excluding right of way, have cost \$11.7 million, 83% Federally funded.....half the cost, seventeen times the use.

To build or not to build safety roadside rests revolves about the question, "What is a highway?" A highway is man's structuring of nature to his own designs in order to facilitate transportation. By law and by construction policy a highway directs a motorist, whether he wills or not, in a strictly confined environment. Man needs not only to drive within this environment, but occasionally to rest from it. A highway should provide not only for driving upon it, but also for meeting the needs of those who wish to stop along it.

257 existing or proposed California Safety Roadside Rest Master Plan rest areas were studied. Of these, 174 are on a 3,000 mile interconnected rural road network, extending between large cities and consisting mostly of existing or proposed freeways, priority for construction.

This 3,000 mile network carries a large proportion of California long distance travel. In 1973, 14,500,000,000 vehicle miles of travel will be developed on this network, 12% of all California travel. Each of 23 smallest states in the union do not have this much travel on all of their streets, roads and highways.

If the 174 rest areas were all operational in 1973, 27,000,000 vehicles carrying 81,000,000 persons would use them. Spaced twice as far apart, these rest areas would serve about half as many persons since most people use a rest area to satisfy needs of the moment--not to make planned, spaced stops. *How do you know this?*

A large proportion of rest area use is by the rapidly increasing number of recreational vehicles. Many of these vehicles provide sleeping accomodations requiring only a place to park and access to basic facilities. Whether overnight facilities should be provided in rest areas to accomodate this type of vehicle has not been determined.

The issue of rest area overnight parking is part of the larger problem of providing for recreational vehicles along roads throughout the State, particularly in recreational areas, and of protecting the environment in doing so. A separate study should be made of who should play what role in the solution of this problem.

CHART A

UNADJUSTED USAGE RELATIONSHIPS

Traffic counts are available for 65 existing roadside rests and for the entire State Highway System. From these traffic counts it is possible to determine the average daily traffic on the highway as it approaches a roadside rest and the average daily traffic using the roadside rest.

Rest area users have been plotted on the chart at right in order to compare with highway traffic approaching each roadside rest.

Poor correlation exists between the number of rest area users and the amount of approaching highway traffic. The points plotted for rural freeway locations, free from the influence of cities, appear to fall into a fairly consistent pattern, the X's, and all other plots, the dots, are widely dispersed. The smaller amount of traffic using these other locations is apparently due to the influence of differing characteristics.

In order to predict future rest area use it was necessary to determine the differing characteristics which affect existing rest area use.

SAFETY ROADSIDE REST VEHICLE USE STUDY

ACTUAL USE PLOTTED AGAINST THE NUMBER OF
VEHICLES ON HIGHWAY APPROACHING REST AREA

CHART A

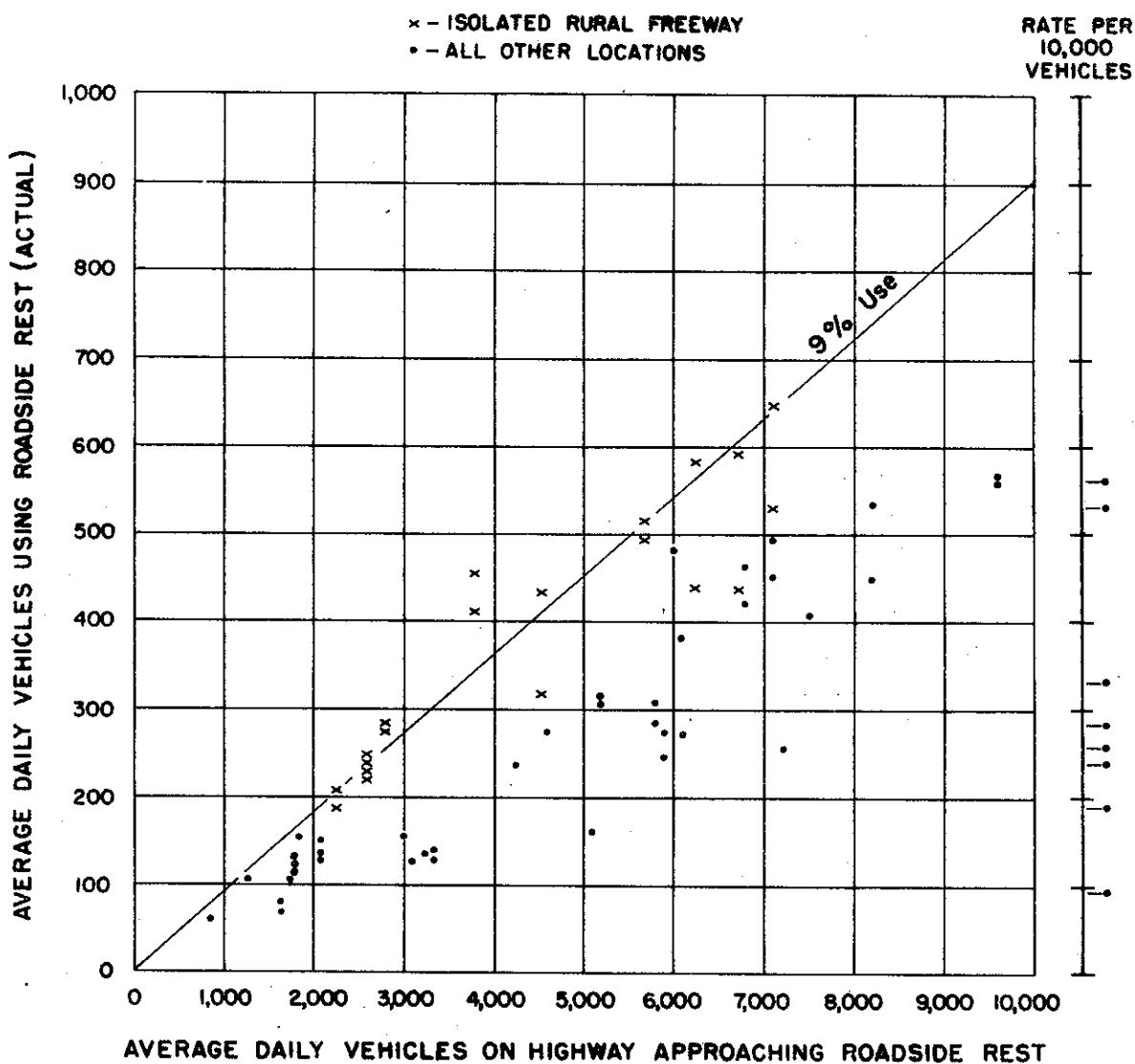


Chart A shows the number of rest area users plotted against the number of vehicles on the highway approaching each existing safety roadside rest. Comparisons with approaching volumes between 10,000 and 50,000 vehicles per day were proportionately reduced to a rate per 10,000 and plotted against the scale at right to illustrate their position relative to the 9% use line.

Roadside rests on rural freeways, removed from the influence of cities, average the maximum percent use by approaching traffic, 9% basic use. All other locations show a smaller percent usage.

The plotted points are widely dispersed and a coefficient of correlation of only 0.58 out of a possible 1.00 is computed from them.

The low correlation indicates that percent of approaching traffic volume is a poor predictor of how many vehicles will use a safety roadside rest.

CHART B

USE PREDICTION BY CLASSIFICATION

The criteria for successful achievement in developing a roadside rest use prediction system is the degree of consistency with which the system reproduces actual conditions.

If it is possible to identify characteristics which upon application simulate actual use, then these same characteristics may be applied to estimate use of planned roadside rests.

Characteristics of the 67* existing, counted roadside rests were analyzed to establish a rest area use classification system. This system is composed of a series of percentage factors for estimating the number of potential roadside rest users in the stream of approaching traffic.

By applying these classification factors it was possible to move the black dots and x's of preceding Chart A horizontally left to produce the "best fit" pattern of predicted versus actual use shown in Chart B.

*67 points are plotted since the Westley rest areas were counted both before and after the opening of Route 5 to Wheeler Ridge...different AADT and traffic characteristics.

SAFETY ROADSIDE REST VEHICLE USE STUDY

ACTUAL USE PLOTTED AGAINST USE PREDICTED
BY APPLICATION OF THE CLASSIFICATION FACTORS

CHART B

X - ISOLATED RURAL FREEWAY
• - ALL OTHER LOCATIONS

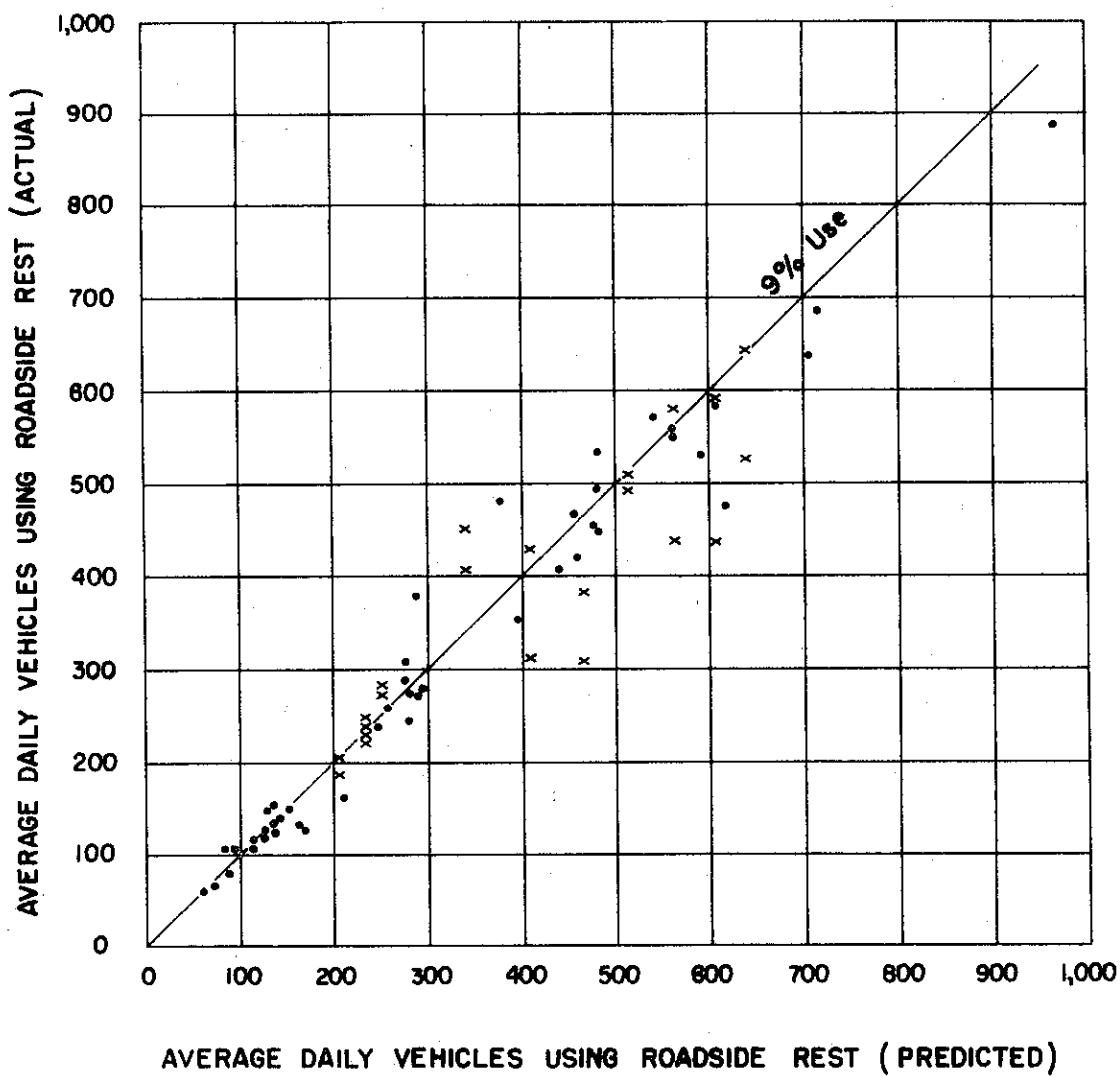


Chart B shows actual versus predicted use for each existing safety roadside rest.

Predicted use was determined by assigning a classification to each rest area based upon road type, proximity to cities, geographical location and travel characteristics. The 9% basic use by approaching traffic was modified by adjustment factors depending upon assigned classification.

With use of the classification factors a coefficient of correlation of 0.97 was achieved. The standard error of estimate of the plotted points is only 14%.

Such close correlation indicates that good use predictions for roadside rests should result from:

- accurate approaching main line annual average daily traffic estimation.
- successful classification of the roadside rest.

EXHIBIT C

USE CLASSIFICATION

The California road map at right, with accompanying description, shows the principal elements of the roadside rest use classification system.

Use classification factors for the most part vary according to freeway or nonfreeway, proximity to cities, and geographical area.

The northern regional boundary encompasses all San Francisco Bay Area cities, Sacramento and Stockton. All Los Angeles area cities, San Diego, San Bernardino-Riverside and Santa Barbara-Ventura are included in the south. By definition, these are "large cities".

Also shown are the edge of the desert and the edge of the seacoast and redwoods vacation area. Reno and Las Vegas, Nevada, and the Lake Tahoe basin are identified as major traffic generators.

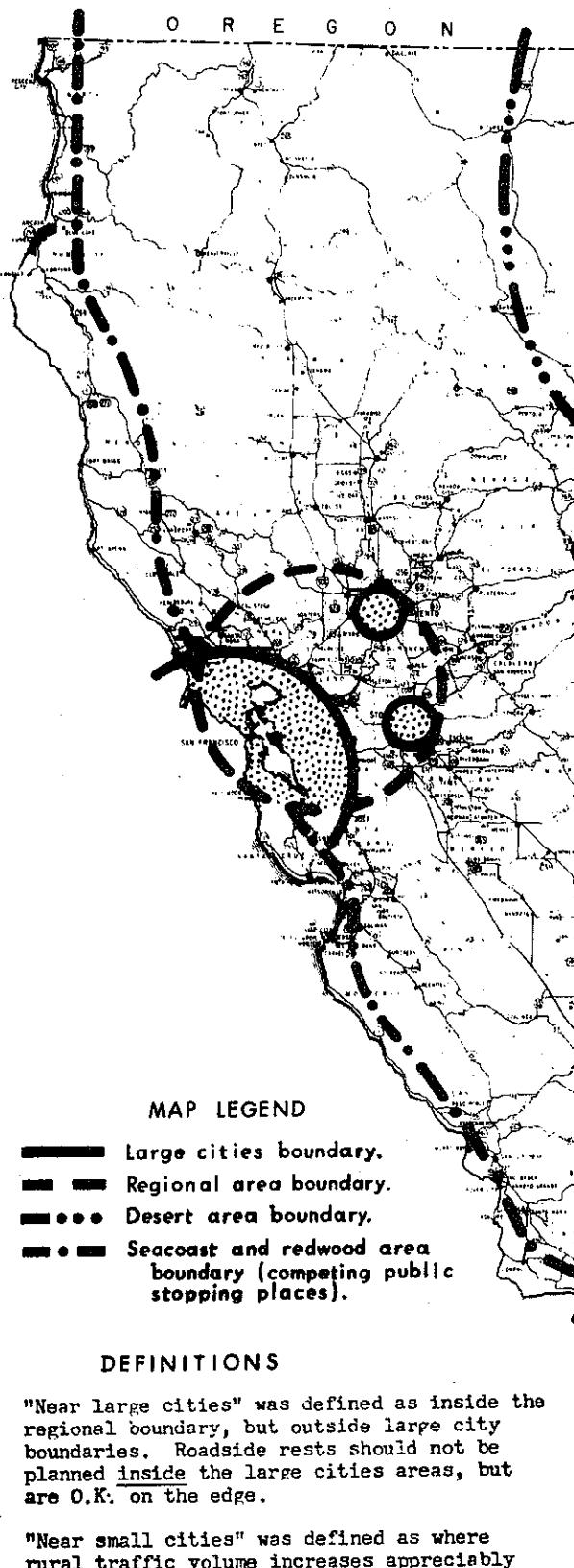
The system of classification factors and an example illustrating their use is shown to the right of the map.

SAFETY ROADSIDE REST VEHICLE USE STUDY

Map showing general areas of use classification

EXHIBIT C

SAFETY ROADSIDE REST VEHICLE USE CLASSIFICATION FACTORS



BASIC USE of a rest area on an isolated rural freeway is by nine percent of the approaching traffic.

Under all other conditions the percent use is a fraction of the basic use.

Classification

Freeway (each separate direction of travel):

| | Percent of Basic Use |
|----------------------|----------------------|
| A. Isolated rural | 100 |
| B. Near small cities | 65 |
| C. Near large cities | 40 |

Non-freeway (each or both directions of travel):

| | Percent of Basic Use |
|----------------------|----------------------|
| D. Isolated rural | 80 |
| E. Near small cities | 65 |
| F. Near large cities | 40 |

Percent Modification

Reduction factors applicable to above:

| | |
|--|----|
| G. One roadside rest serving both directions of freeway travel | 65 |
| H. Road in desert area | 70 |

| | |
|--|----|
| J. Near competing public stopping places (parks, etc.) | 70 |
| K. Long distance commute route | 75 |

| | |
|--|----|
| L. Little recreational or long distance travel | 60 |
|--|----|

For example:

The percent of approaching mainline traffic which would use a rest area on an isolated rural freeway on the desert serving both directions of travel would be:

$$\begin{aligned} \% \text{ of Classification A G H} \\ \text{or} \\ .09 \times 1.00 \times .65 \times .70 = 4.1\% \end{aligned}$$

"Near large cities" was defined as where rural traffic volume increases appreciably due to the presence of a lot of local traffic.

"Near small cities" was defined as between large cities areas or to and from Nevada cities

EXHIBIT D

SUMMARY TABLE I

Using the classification factor system developed for this study, an analysis was made of the 257 existing or proposed roadside rests of the California Safety Roadside Rest Master Plan. This analysis determined the use vehicles would make of each roadside rest.

The detailed analysis of each rest area is contained in the appendix. The results of the 257 analyses were summarized into six classification groupings, the averages of which are shown in the table at right.

From this table it may be seen that:

- Rest areas on rural freeways at isolated locations number 108, the largest single grouping.
- Rest areas on freeways near cities have the most users, an average of 570 per day per roadside rest near small cities, 540 near large.
- Rest areas on isolated rural freeways are used by the highest percent of passing traffic, 7.7 percent on the average.
- The average number of freeway rest area users, 430, is more than $3\frac{1}{2}$ times the average number for non-freeways, 120.
- More than 87% of Master Plan rest area use, 26,900,000 vehicles per year, would be on freeways.
- State highway traffic approaching all roadside rests studied is increasing at the rate of ~~6.5%~~ per year. This is a 40% greater rate than the ~~4.6%~~ per year travel increase for all streets, roads and highways in California.

SUMMARY TABLE I

SAFETY ROADSIDE REST VEHICLE USE STUDY
SUMMARY OF AVERAGE VEHICLES BY REST AREA GROUP

| GROUP | SAFETY ROADSIDE REST DESCRIPTION | NUMBER OF REST AREAS AVERAGED | 1973 AADT | | PERCENT OF REST AREA USERS | REST AREA* VEHICLES IN A YEAR | APPROACHING MAINLINE TRAFFIC VOLUME GROWTH RATE |
|-------|--|-------------------------------------|-------------------------|-----------|----------------------------------|-------------------------------------|---|
| | | | APPROACHING MAINLINE | REST AREA | | | |
| I | Isolated rural freeway A classification | 108 | 4,700 | 360 | 7.7 | 14,100,000 | 7.2% |
| II | Freeway near small cities B classification | 37 | 10,600 | 570 | 5.4 | 7,700,000 | 5.7% |
| III | Freeway near large cities C classification | 26 | 23,500 | 540 | 2.3 | 5,100,000 | 6.6% |
| | GROUPS I, II and III All freeways | 171 | 8,800 | 430 | 4.9 | 26,900,000 | 6.6% |
| IV | Non-freeway, isolated, rural, not in desert D class. (part of) E & F classification | 37 | 1,900 | 125 | 6.6 | 1,700,000 | 5.5% |
| V | Non-freeway near small or large cities E & F classification | 12 | 4,600 | 200 | 4.3 | 900,000 | 6.1% |
| VI | Non-freeway in desert D class. (part of) | 37 | 1,750 | 90 | 5.1 | 1,200,000 | 6.7% |
| | GROUPS IV, V and VI All non-freeways | 86 | 2,200 | 120 | 5.4 | 3,800,000 | 6.1% |
| | ALL GROUPS | 257 | 6,600 | 330 | 5.0 | 30,700,000 | 6.1% |

* Grand total for all rest areas in group.

Note: The weighted average percent of rest area users for GROUPS I and II combined is 6.9%.

EXHIBIT E

SUMMARY TABLE II

The six classification groupings into which the 257 Master Plan roadside rests were divided vary a great deal in use by time of the year and by type of vehicle.

The averages at right show that a typical high volume day in the summer (10th highest day) can have twice as many rest area users as the average day of the year.

A typical high volume hour in the summer (30th peak hour) can have up to 28% as many rest area users as the average day of the year.

All trucks and all autos and pickups pulling trailers are defined as lengthy vehicles. These bulky, often difficult-to-maneuver vehicles comprise about 20% of rest area users and require more parking space. Trucks are present more on week days than weekends, autos and pickups pulling trailer vice versa.

Recreational vehicles are defined as autos and pickups pulling trailers* (once again) and campers, camper-shelled pickups, motor homes, minibus campers, etc. Most recreational vehicles in a roadside rest appear to use the truck parking areas, campers often parking two in a single truck parking stall.

Recreational vehicles and trucks comprise less than 50% of rest area users on an average day but they represent more, often considerably more, than 50% on a high-volume day.

* A few autos and pickups pulling trailers are used for other than recreational purposes.

SUMMARY TABLE II
SAFETY ROADSIDE REST VEHICLE USE STUDY.

SUMMARY OF AVERAGE VEHICLES BY REST AREA GROUP

| GROUP | SAFETY ROADSIDE REST DESCRIPTION | NUMBER OF REST AREAS AVERAGED | 1973 TRAFFIC VOLUME QUOTED FOR: | TOTAL VEHICLES RATIO TO AVERAGE VOLUME | LENGTHY VEHICLES PERCENT OF TOTAL VOLUME | RECREATIONAL VEHICLES PERCENT OF TOTAL VOLUME | PERCENT | | |
|-------|--|-------------------------------|--|--|--|---|-------------------|------------------|-------------------|
| | | | | | | | | | |
| I | Isolated rural freeway A classification | 108 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 690 360 70 | 1.92 1.00 0.19 | 125 70 15 | 18% 19% 21% | 300 90 30 | 43% 25% 43% |
| II | Freeway near small cities B classification | 37 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 940 570 100 | 1.65 1.00 0.18 | 200 125 20 | 21% 22% 20% | 390 140 40 | 41% 25% 40% |
| III | Freeway near large cities C classification | 26 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 860 540 90 | 1.59 1.00 0.17 | 130 105 15 | 15% 19% 17% | 295 110 30 | 34% 20% 33% |
| | GROUPS I, II and III All freeways | 171 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 770 430 80 | 1.79 1.00 0.19 | 140 90 15 | 18% 21% 19% | 320 105 33 | 42% 24% 41% |
| IV | Non-freeway, isolated, rural, not in desert D class. (part of) | 37 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 260 125 35 | 2.08 1.00 0.28 | 40 20 6 | 15% 16% 17% | 115 30 15 | 44% 24% 43% |
| V | Non-freeway near small or large cities E & F classification | 12 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 335 195 40 | 1.72 1.00 0.21 | 45 25 5 | 13% 13% 13% | 105 40 15 | 31% 21% 38% |
| VI | Non-freeway in desert D class. (part of) | 37 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 200 90 25 | 2.22 1.00 0.28 | 50 20 7 | 25% 22% 28% | 120 30 15 | 60% 33% 60% |
| | GROUPS IV, V and VI All non-freeways | 86 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 245 120 30 | 2.04 1.00 0.25 | 45 20 6 | 18% 17% 20% | 115 30 15 | 47% 25% 50% |
| | ALL GROUPS | 257 | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 600 330 65 | 1.82 1.00 0.20 | 110 65 12 | 18% 20% 18% | 250 80 30 | 42% 24% 46% |

The north and south regional boundaries, those of the large cities, and the Nevada traffic generators are shown on this map to aid in understanding the heavily-accented road network.

This 3,000-mile road network has 174 California Safety Roadside Rest Master Plan rest areas. These rest areas would serve about 27,000,000 vehicles per year if all were in use in 1973.

Conclusions which may be drawn concerning their road network are:

- Based upon its status as freeway, the number of persons who would use its rest areas and continuity of rest area spacing for long-distance travellers, the road network shown on this map should be considered priority for roadside rest construction.
- Priority among rest areas within this network should be based upon the greatest number of estimated users except when conditions encountered in planning may occasionally require priority shifts.

This road network is composed entirely of freeways except for some portions not yet constructed as freeway and four short route segments that would serve in conjunction with freeways to provide continuity of rest area spacing for long-distance travellers.

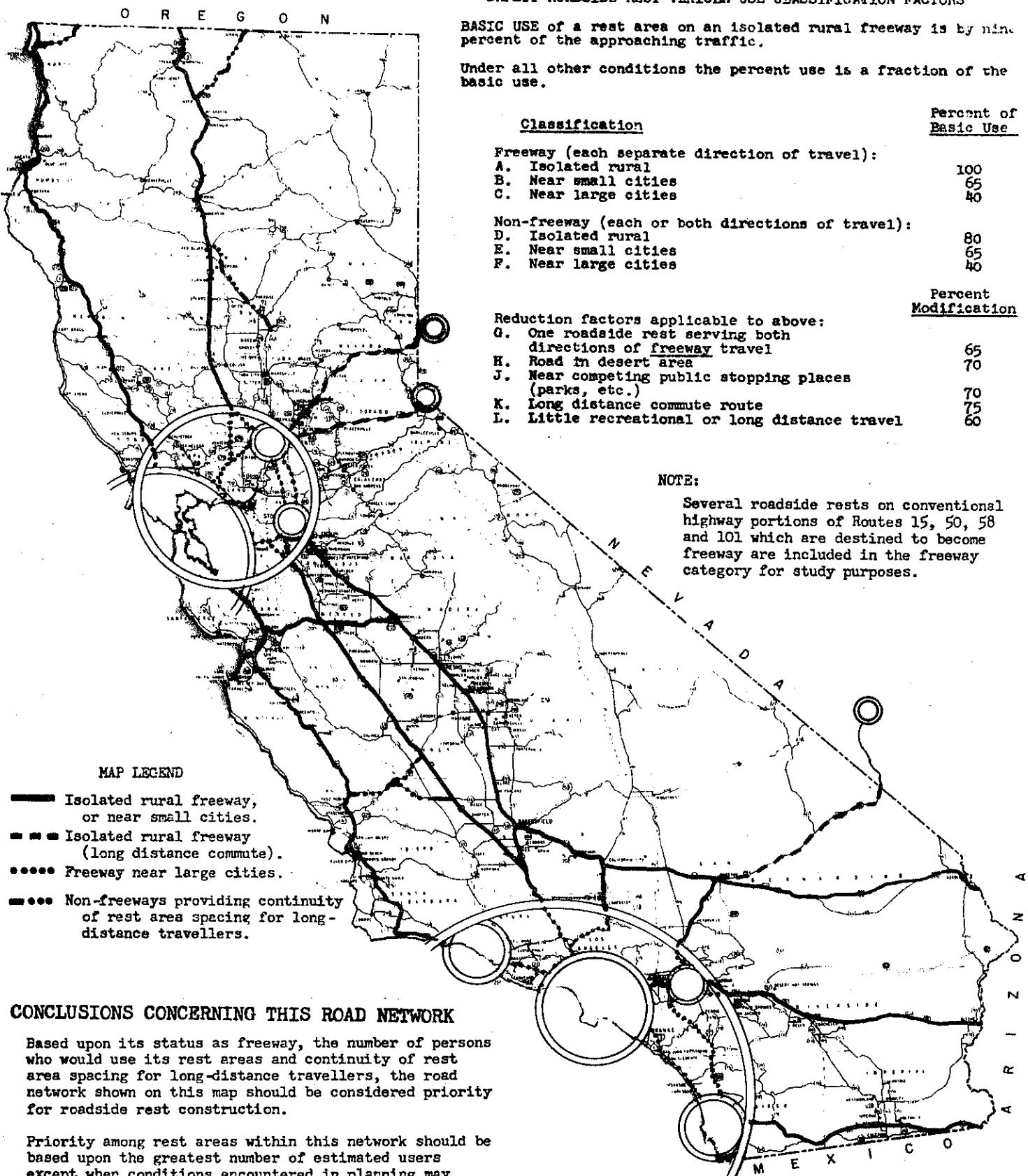
Roadside rests on freeways are important because freeways have different characteristics than any other type of road:

- Freeways carry 50% of rural State highway travel and 30% of all California rural travel, regardless of road jurisdiction.
- Freeways carry most of the long distance travel in California over long, often boring miles and their drivers need to take a "break" occasionally.
- Many millions more drivers would use freeway roadside rests than those on any other type of road.
- Freeway speeds are faster.
- Freeway shoulders are highly structured and of standardized width which seldom provide safe stopping opportunities.
- As revealed by traffic volume and recreational vehicle growth rates, people are increasingly using freeways to reach recreational areas.
- Freeways carry most out-of-state traffic and present an image of California to incoming motorists.

SAFETY ROADSIDE REST VEHICLE USE STUDY

Map showing the road network where the highest incidence of safety roadside rest use would occur.

EXHIBIT F



TYPE OF USE

Traffic which uses a roadside rest is different from other traffic on the road.

Long vehicles, bulky vehicles, vehicles pulling trailers, and those which carry loads lashed upon or about them represent 40% to 50% of a roadside rest users.

Recreational vehicles approaching a rest area are $2\frac{1}{2}$ times more likely to stop than the average vehicle. Trucks often stop 2 times more frequently.

Roadside rest traffic fluctuates 35% more than highway main line traffic seasonally, from winter to summer. Weekend use is far heavier than weekday use. Depending upon location, recreational vehicles are 3 to 6 times more likely to be using rest areas during a summertime weekend than during the average day of the year.

The percent of peak period traffic using a roadside rest will be 20% to 25% higher than the corresponding percent for those vehicles passing by on the road. Apparently more drivers seek relief from driving under conditions of traffic congestion.

AMOUNT OF USE

A roadside rest cannot be compared with a parking lot to gauge its amount of use. Parking lots often seem rather full, roadside rests rather empty.

However, the turnover rate, or changing occupancy of a parking stall, is much greater in a rest area. Most persons stop in a roadside rest for only a few minutes.

Turnover rates of more than 5 times in a hour have been commonly recorded during peak occupancy periods. This assumes constant 100% occupancy of each parking stall.

By contrast, in the year 1972 the City of Sacramento's seven busiest downtown parking lots and garages served a daily average of 4,938 vehicles for a turnover rate of 1.2 vehicles per day.

These seven parking facilities in 1972 served the following number of motor vehicles:

| <u>Parking Facility</u> | <u>Annual Vehicles</u> | <u>Total Park-ing Stalls</u> | <u>Vehicles Per Stall Per Year</u> |
|-------------------------|------------------------|------------------------------|------------------------------------|
| 1. 11th and L Streets | 438,640 | 958 | 458 |
| 2. 7th and L Streets | 374,468 | 578 | 648 |
| 3. 4th and L Streets | 348,625 | 604 | 577 |
| 4. 6th and L Streets | 248,610 | 1,220 | 204 |
| 5. 11th and I Streets | 242,044 | 641 | 378 |
| 6. 13th and I Streets | 93,492 | 205 | 456 |
| 7. 14th and H Streets | 61,520 | 167 | 368 |
| TOTAL | 1,807,399 | 4,373 | AVERAGE - 441 |

By contrast, during 1973 California's seven busiest roadside rests will serve the following number of motor vehicles:

| <u>Rest Area</u> | <u>Annual Vehicles</u> | <u>Total Park-ing Stalls</u> | <u>Vehicles Per Stall Per Year</u> |
|---------------------|------------------------|------------------------------|------------------------------------|
| 1. Fontana, WB | 345,000 | 30 | 11,500 |
| 2. Wildwood, EB | 266,000 | 26 | 10,230 |
| 3. Gavin Canyon, SB | 263,000 | 22 | 11,950 |
| 4. Dunnigan, SB | 257,000 | 31 | 8,290 |
| 5. Brookside, WB | 245,000 | 30 | 8,170 |
| 6. Hunter Hill, WB | 234,000 | 40 | 5,850 |
| 7. Red Bluff, SB | 226,000 | 27 | 8,370 |
| TOTAL | 1,836,000 | 206 | AVERAGE 9,190 |

COMMENT I

SAFETY CONSIDERATIONS

Along any road and among its drivers hundreds of conditions exist which individually or in combination could be the precipitating cause of a traffic accident.

Past studies have shown that it is not possible to isolate the presence or absence of safety roadside rests from myriad other circumstances to state with assurance the degree they contribute to traffic safety. However, reduction of traffic accidents on rural freeways remains a goal to be achieved by constant effort on numerous fronts.

Some pertinent accident statistics for the year 1971 are:

CALIFORNIA RURAL FREEWAY ACCIDENTS IN 1971

| <u>Reason</u> | <u>Fatal</u> | <u>Injury</u> | <u>Property Damage Only</u> | <u>Total</u> |
|--------------------|--------------|---------------|-----------------------------|--------------|
| All reasons | 303 | 3,747 | 6,136 | 10,186 |
| of these: | | | | |
| Asleep or fatigued | 28 | 370 | 348 | 746 |
| Hit parked vehicle | 14 | 89 | 124 | 227 |

and for contrast:

CALIFORNIA RURAL CONVENTIONAL STATE HIGHWAY ACCIDENTS IN 1971

| <u>Reason</u> | <u>Fatal</u> | <u>Injury</u> | <u>Property Damage Only</u> | <u>Total</u> |
|--------------------|--------------|---------------|-----------------------------|--------------|
| All reasons | 777 | 11,184 | 16,794 | 28,755 |
| of these: | | | | |
| Asleep or fatigued | 23 | 281 | 226 | 530 |
| Hit parked vehicle | 3 | 85 | 274 | 362 |

Tired, nonalert drivers are a danger to themselves and to others on any type of road.

Although travel is about equal for California rural freeways and for conventional State highways, accidents are greatly reduced on the freeways. But the point to be made here is that accidents by tired, nonalert drivers are not less on freeways. Certainly if more freeway drivers were able to stop to stretch and relax, their accident number should decline.

REST AREA SPACING

The very foundation of this Safety Roadside Rest Vehicle Use Study is the conclusion reached from analysis of available evidence that only a minor percent of the passing traffic stops at a roadside rest.

Roadside rests spaced either relatively close together along a route or many miles apart in isolated locations attract a comparable percent of passing traffic.

Differing degree of use from one roadside rest to another are not assignable to close or far spacing of rest areas, but to other causes. Chief among these other causes is proximity to cities with corresponding build up of local traffic which results in a decrease in percent of rest area users, but an increase in their number.

There has been the contention that roadside rest spacing can be related to desired trip length between stops and to frequency of stops by long distance travelers. Thinking has been that if a person stops at one rest area he will not have to stop again until a given number of miles or a certain amount of time has passed. Then provision should be made for him to stop again.

The average roadside rest on isolated rural freeways or rural freeways near small cities serves about 7% of passing traffic. Prior studies indicate that most roadside rest stops are to satisfy needs of the moment. It defies rational thought that the same 7 out of 100 drivers who had needs of the moment at one roadside rest will once again have them 30 or 40 or 60 miles down the road and the other 93 drivers will not.

On the other hand, if stopping again at the next rest area down the road is purely according to the laws of probability, only one chance in 15 exists that one of the prior rest area's 7 drivers will stop again, one chance in 500 that two will, one in 14,500 that three will etc. All others stopping would not have stopped at the prior roadside rest.

The probability theory explanation of rest area stops is far more credible than the planned stop theory or that a small segment of passing traffic, only the long distance traveler, will be inclined to avail himself of roadside rest services every so many measured miles and all other travelers will not.

COMMENT J

If 7% of passing traffic stops at rest areas with 30-mile apart spacing and the same percent at rest areas with 60-mile apart spacing, then a statewide network of roadside rests with the latter spacing would serve about half as many people as one with the former.

The effect of closer than 30-mile apart spacing is unknown. However, the magnitude of funding and the availability of land, water, and other resources could preclude closer spacing at many locations even if closer spacing seemed otherwise desirable. Should the situation occur where existing rest areas along a route have reached capacity and cannot be enlarged, then adding new roadside rests at intermediate points might be an alternative.

The fact that the existing rest areas on Interstate 5 from Dunnigan northward are not only more numerous and more closely spaced than on other routes, but also attract the same or a greater percent of passing traffic than scattered rest areas elsewhere, is evidence that close spacing does not diminish the percent of users. For a driver to frequently see regularly spaced roadside rests and have confidence that the next one will be not far down the road may well be the roadside rest program's best advertisement.

DESIGN CONSIDERATIONS

A single roadside rest serving both directions of traffic at a freeway interchange receives only 65% as much use as two rest areas, one on either side of the freeway. Perhaps this is due to the real or anticipated difficulty of negotiating tighter turns at ramp terminals or to reduced likelihood of the approaching motorist actually seeing the rest area. Where possible, a rest area visible to the approaching motorist with east-to-negotiate ramps should be designed.

Roadside rests on rural two-lane roads receive only 80% as much use as those on rural freeways, other factors being equal. Perhaps this is because all such units observed were on one side of the road, but serving both directions of traffic and some drivers are reluctant to make left turns against opposing traffic. Regardless of the reason, it is doubtful that building rest areas on two sides of low volume two-lane roads could be justified in hopes of a possible slight increase in the number of users.

Some roadside rests have been built on freeways at the edge of large cities for inbound traffic only. This study indicates that rest areas outbound at these same locations should receive generally equal use. Sometimes an imbalance of rest area use by direction of travel does exist but the difference in number of users is relatively small. Evidence is inconclusive that any directional difference can be assigned to inbound-outbound considerations.

However, the directional volume of traffic is the important element in determining roadside rest peak day and peak hour traffic volumes. Traffic outbound from large cities often peaks on Friday, inbound on Sunday. Truck traffic may peak on a different day than total vehicle traffic. It is important to determine peak period traffic since it must be accommodated for the roadside rest to function safely and adequately. Capacity requirements for each roadside rest are to be derived from the thirtieth peak hour.

Since peak periods vary from one day of the week to the next, one vehicle type to the next and will be influenced by differing lengths of stay of vehicles in the rest area it is necessary to strike the best balance among these variable factors in order to determine adequate capacity for peak period roadside rest use.

It is also necessary to anticipate short surges of user traffic increase during the thirtieth peak hour since traffic does not arrive at the rest area at evenly spaced intervals during an hour. A study to reveal the magnitude of these surges reveals that a standard deviation of 15% may be anticipated during high-volume hours in the rest area. Therefore an adjustment of two standard deviations, 30%, will compensate for most peak-period surges.

In order to determine the effect of trucks upon rest area capacity, two conditions must be taken into account:

1. It is known that the percentage of trucks stopping at a rest area may be double that of approaching traffic, but such a low degree of confidence may be had in attempts to predict at which rest areas this will be true, double the number should be assumed for all rest areas. The detailed rest area listing in Appendix II identifies those rest areas where this assumption has already been made.
2. The peak hour for trucks was assumed in this study, too crudely, to be the same as for total vehicles since truck numbers were quite small. In fact, trucks during the thirtieth peak hour will be half or less the number computed in Appendix II. More accurate results will be obtained if a factor of 0.5 is applied.

It can be readily seen that the above two conditions under normal circumstances will offset each other.

Two kinds of parking stalls are identified--long stalls for trucks, autos with trailer and bulky campers and motor homes and short stalls for other vehicles. While not entirely true, it will be assumed that all types of campers use long stalls and park two to each stall. This will help allow for the increasing proportion of these types of vehicles over the years.

A turnover rate of four times during the thirtieth peak hour may be assumed. Turnover rates of more than five times have been commonly observed during peak hours, but the average turnover rate has been recorded closer to three times per hour....four times should be a reasonable figure to assume.

Observing the forementioned conditions, the following set of computations will determine roadside rest capacity making use of the thirtieth peak hour data detailed in Appendix II:

1. Each roadside rest total parking stall requirement is determined from the rest area total vehicle thirtieth peak hour volume:
 - A. Multiply by 1.30 to compensate for short surges*
 - B. Multiply by 0.25 for turnover rate*
 - C. Round the result to the next highest whole number and add 1

*It is apparent that 1, A and B will produce a combined factor of 0.325 for computation. This also will be true for 2, C and D.

The result is the total number of parking stalls.

2. To determine the number of long parking stalls:
 - A. If the truck number has been doubled, halve it; otherwise accept the truck number during the thirtieth peak hour.
 - B. To the truck number add thirtieth peak hour autos with trailer and one half the camper and motor home value (to 0.5 vehicles).
 - C. Multiply B, above, by 1.30 to compensate for short surges.*
 - D. Multiply B above by 0.25 for turnover rate.*
 - E. Round the result to the next highest whole number.
3. To determine the number of short parking stalls:
 - A. Subtract the number of long stalls from total stalls.

Using Appendix II location number 3, Camp Roberts, southbound direction, as an illustration:

1. Rest area total vehicle thirtieth peak hour = 98
 - A. times 1.30 = 127.4
 - B. times 0.25 = 31.9
 - C. rounded, +1, = 33 total stalls
2. A. one-half of doubled truck number = 9
 - B. Plus 10 autos with trailer, plus 30 X 0.5 campers = 34.0
 - C. times 1.30 = 44.2
 - D. times 0.25 = 11.1
 - E. rounded = 12 long stalls
3. A. $33 - 12 = 21$ short stalls

The number of parking stalls in actual operation at this rest area is 28 total, 7 long, 21 short.

If the year of construction is later than 1973, the number of parking stalls must be advanced to construction year at the short term annual growth rate provided in Appendix II.

If the desire is to provide for adequate capacity beyond the first year of operation, traffic growth to whatever design year is chosen must be accounted for. The short-term annual growth of Appendix II should not be used; rather long-term growth should be obtained from the district.

It is expected that the number of parking stalls of each type will often differ somewhat in design from the number computed due to space availability and design layout. Probably a minimum number of short stalls and long stalls should be established for low volume rest areas.

RECREATIONAL VEHICLES

California traffic counts indicate that from the years 1969 to 1971 campers, camper-shelled pickups, motor homes, minibus campers, etc., increased at least 15% per year. National statistics show that the number of recreational vehicles, including travel trailers and camping trailers, increased 10% to 20% per year in the decade prior to 1971; 1972 sales were up sharply from 1971.

Use of recreational vehicles enables vacationers and retirees to lead a nomadic type of life, traveling new roads, visiting new areas. Drivers of these vehicles are attracted to the seashore, lakes, rivers, parks, forests, mountains and desert lands of California.

They use State highways to get to the recreation areas, lesser roads within these areas and they stop along the road. They stop to picnic or to camp at public and private campgrounds and trailer parks. They also stop on road shoulders, in turnouts, at unauthorized places on public lands, illegally on private lands, along city streets, in supermarket parking lots and in roadside rest areas.

Humans with human needs, the tax-paying public, persons using recreation vehicles represent a large and growing segment of California population. These people are on wheels; much of their time they spend enroute. Not too often do they stop at motels and restaurants. But their need for convenience is no less than those who do so. They need places to safely and conveniently stop.

Proper facilities are provided at many places where recreationists wish to stop, at trip termini in recreation areas and at a growing number of private campgrounds along major routes. These facilities often cannot accomodate periods of peak demand. Along the remaining roads of the State leading to and from recreation areas, public or private for-pay stopping areas are scarce and signs "POSTED, NO TRESPASSING" ubiquitous.

Uncontrolled, unprovided for, many recreational vehicle drivers will find their own stopping places. This can lead to desecration and pollution of public lands, invasion of private property and creation of a hazard when stops are made on road shoulders. The problem is growing, not diminishing.

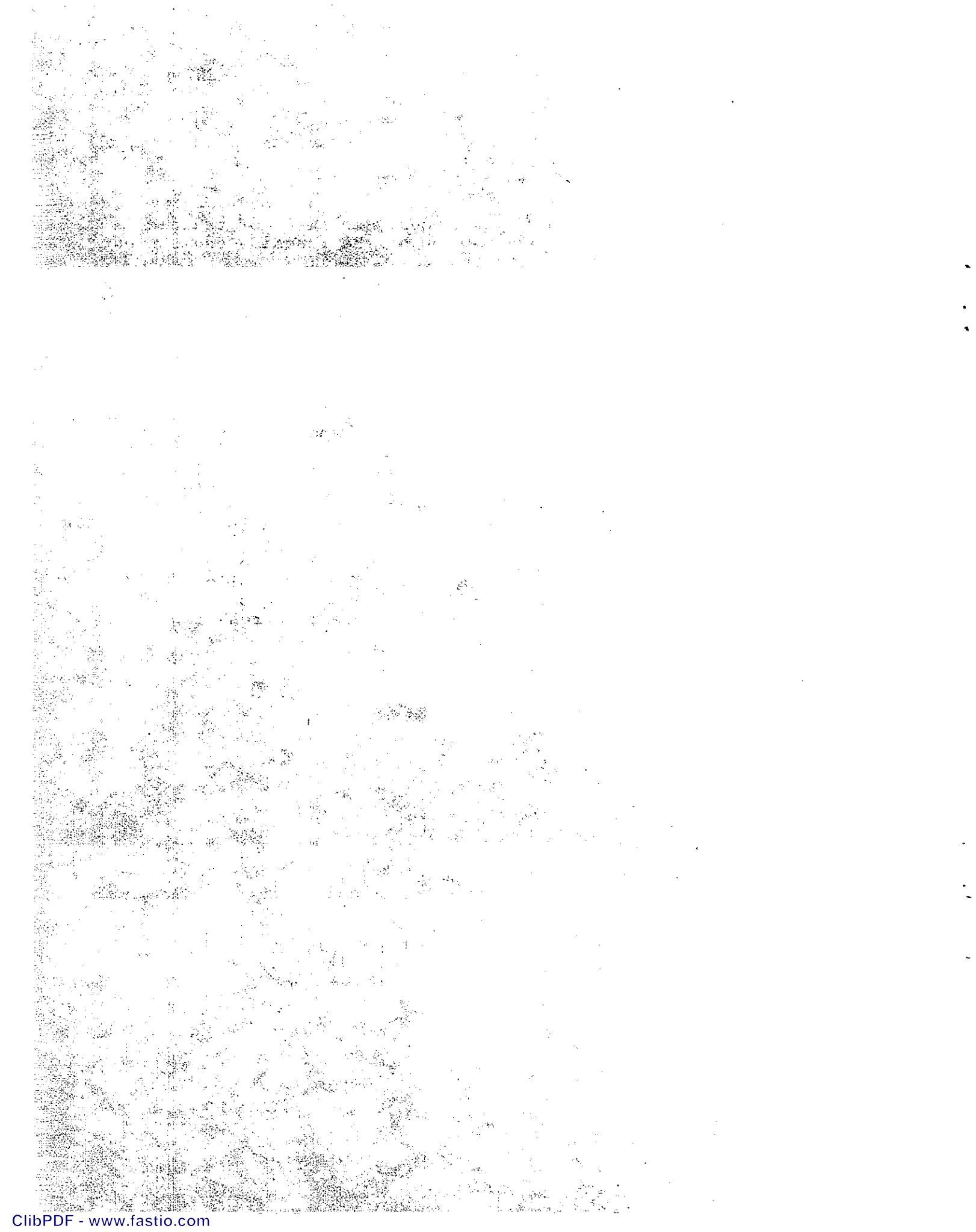
It would seem that a number of groups have some degree of interest in the enroute recreational vehicle:

| <u>GROUP</u> | <u>INTEREST</u> |
|----------------------------|--|
| Division of Highways | Safe and orderly movement of traffic; preservation of the roadside environment |
| Parks and Recreation | Provision for the recreationist |
| Department of Conservation | Natural resources preservation |

| <u>GROUP</u> | <u>INTEREST</u> |
|------------------------------|--|
| Local Road Departments | Safe and orderly movement of traffic; preservation of the roadside environment |
| U.S. Forest Service | Provision for the recreationist and natural resources preservation |
| Law Enforcement Agencies | Protection of individuals and property rights |
| Private Campground Operators | Legitimate profit |
| Recreation Travel Clubs | Statement of needs and services required |

Along freeways, in addition to conventional roadside rest facilities there may be a need to provide for overnighters. Along lesser highways and roads a different type of facility may be in order providing for overnighters, but also able to accomodate the casual stopper.

A joint investigation appears to be in order to consider a program for and assess the impact of along-the-conventional-road public stopping areas and freeway overnight facilities. The numerous interested groups should have their opinions and needs represented, areas of responsibility agreed upon and site location criteria, standards, ways and means defined.



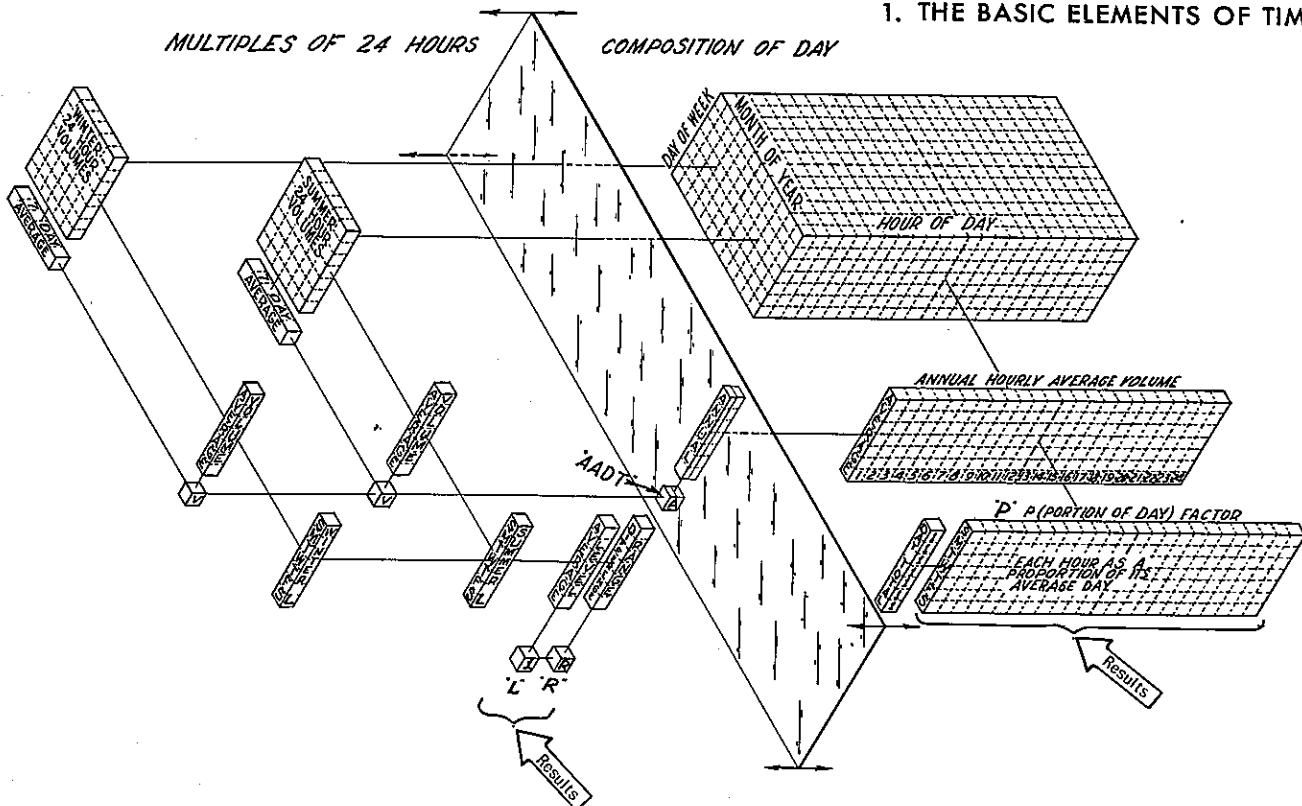
SAFETY ROADSIDE REST VEHICLE USE STUDY

APPENDIX I

STUDY METHODS

TRAFFIC VOLUME TIME-PATTERN RELATIONSHIPS

1. THE BASIC ELEMENTS OF TIME



2. L AND R FACTOR COMPUTATION (for a given location)

| DAY OF WEEK | WINTER MONTHS | | | | SUMMER MONTHS | | | | Summer - Winter | | | | | | | | | |
|---------------|----------------|------|------|------|----------------|------|------|------|-----------------|--------------|----------------|----------------------------|------|-------|-------|--------------|-------|-------|
| | Traffic Counts | | | | Traffic Counts | | | | Average Factor | Summer Count | Average Factor | Summer - Winter Difference | | | | | | |
| | Rev | Dec | Jan | Feb | Mar | Apr | May | June | | | | | | | | | | |
| SUNDAY | 6290 | 6220 | 5970 | 6920 | 7100 | 6930 | 6373 | 81 | 7970 | 10310 | 10210 | 11600 | 7420 | 9453 | 1.16 | .99 | + .35 | |
| MONDAY | 6360 | 7120 | 6760 | 6380 | 6330 | 6640 | 6435 | 82 | 7460 | 9490 | 10360 | 11820 | 8740 | 7270 | 9190 | 1.13 | .97 | + .31 |
| TUESDAY | 6620 | 7520 | 7150 | 6760 | 6780 | 6620 | 6908 | 85 | 7220 | 8550 | 9210 | 10460 | 8220 | 7240 | 8598 | 1.05 | .95 | + .20 |
| WEDNESDAY | 6730 | 6380 | 4590 | 6390 | 6600 | 4790 | 5583 | 81 | 7280 | 8720 | 9200 | 10490 | 8250 | 7480 | 8617 | 1.06 | .93 | + .23 |
| THURSDAY | 6650 | 7400 | 7020 | 6280 | 6520 | 6760 | 6772 | 83 | 7520 | 8870 | 9370 | 11260 | 9240 | 7450 | 8842 | 1.09 | .96 | + .26 |
| FRIDAY | 7740 | 6350 | 2790 | 6200 | 5440 | 3460 | 8197 | 1.01 | 8520 | 10380 | 11680 | 12910 | 9860 | 19500 | 10492 | 1.29 | 1.15 | + .28 |
| SATURDAY | 6740 | 7940 | 7560 | 6530 | 6730 | 7360 | 7152 | .88 | 7910 | 12190 | 10360 | 11840 | 9570 | 7810 | 9947 | 1.22 | 1.05 | + .24 |
| 7 DAY AVERAGE | 6721 | 7276 | 7066 | 6780 | 6976 | 7087 | 6974 | | 7724 | 9783 | 10141 | 11499 | 8369 | 7740 | 9293 | AADT = 8,134 | | |
| | | | | | | | | | | | | | | | 1.00 | + .28 | | |

3. P FACTOR COMPUTATION (for a given location)

| SUNDAY | 24-HOUR TOTAL | HOUR ENDING AT | | | | | | | | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 00 |
| Vehicle Count | 12,720. | 190 | 120 | 100 | 70 | 110 | 170 | 220 | 290 | 340 | 400 | 540 | 670 | 770 | 880 | 940 | 1150 | 1210 | 1320 | 950 | 770 | 590 | 380 | 300 | 240 |
| P Factor | 1.000 | .015 | .009 | .008 | .006 | .009 | .013 | .017 | .023 | .027 | .031 | .042 | .053 | .061 | .069 | .074 | .080 | .095 | .104 | .075 | .056 | .046 | .030 | .024 | .019 |

Traffic volumes at any given highway location fluctuate in a reasonably consistent manner. In any given 12-month period they vary by month of the year, by day of the week and by hour of the day. The fluctuation pattern fairly well repeats itself the following year, such pattern differences as exist being largely assignable to random variation and to normal growth in traffic volume.

The 84 daily traffic volumes of the day-of-week by month-of-year time-pattern matrix are related to AADT by a ratio, the L (level) factor. The average of the summer and the winter L factor is the annual L factor, and the summer minus the winter L factor is the R (range) factor for each day of the week.

The curve pattern formed by annual fluctuation between summer and winter traffic volume is generally consistent from one place to another to the extent that the volume for each month of the year tends to retain its position in the pattern relative to those of all other months, but varies in its departure from AADT as the R

factor varies. Each unit of change in the R factor (expressed in hundredths) is accompanied by a corresponding shift in the position that each month bears in relation to AADT. The degree of shift per unit of R factor is a constant value peculiar to each month termed the I (increment) factor.

Each day may be divided into uniform component segments. The proportion of the days total traffic in each of these segments is called the P (portion-of-day) factor, the P factor daily sum being 1.000. P factors generally differ little by month of the year but they often differ a great deal among comparable time-periods on different days of the week, hence they are determined separately for each average day-of-the-week. 60-minute recorded counts are generally used for P factor computation.

Traffic volume, the time-pattern factors and traffic volume growth trend are related by time-pattern formula.

4. I FACTORS (a constant value)

| TYPE | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Total-vehicle | -.56 | -.55 | -.43 | -.44 | -.20 | +.38 | +.08 | +.23 | +.62 | -.08 | -.45 | -.51 |
| Trucks Only | -.58 | -.34 | -.75 | -.42 | +.12 | +.30 | +.58 | +.88 | +.79 | +.32 | -.16 | -.25 |

5. THE TIME-PATTERN FORMULA

DAILY VOLUME:

$$V = A(L+R I)$$

HOURLY VOLUME:

$$V = A(L+R I)(P)$$

PAST AND FUTURE VOLUME:

$$V = A(L+R I)(P)(G^{(T_e - T_a)})$$

STUDY METHODS

Basic Approach: In order to predict how future safety roadside rests would be used, facts were accumulated about how existing rest areas are used. This data was analyzed, predictive relationships developed, and use predictions made for roadside rests statewide.

Data Available: A large amount of information exists concerning California roadside rests:

1. Traffic counts of vehicles entering safety roadside rests were available for 65 rest areas scattered throughout California, often many counts at a given rest. Traffic counts of highway traffic approaching rest areas are available statewide. It was necessary to determine relationships between rest area users and traffic approaching the rest area so the latter could be used to predict the former.
2. All 257 rest areas contained in the California Safety Roadside Rest Master Plan were selected as the basis for this study.
3. Fourteen rest areas had vehicle classification information available, some in great detail and with a four-year history.
4. Seasonal, daily, and hourly fluctuation in rest area traffic volume and that of their approaching highways was analyzed and applied by use of the time pattern formula, $V = A(L+RI)P$, a proven standard, (see illustration). Symbols are:

V - Any given daily traffic volume.

A - Annual average daily traffic.

L - Level (ratio) of any given daily traffic volume or combination of daily traffic volumes to A.

R - Range, the difference between the L of the six summer months, May through October, and the L of the six winter months.

I - A constant value which measures seasonal variation, different for each month of the year, different by classification of vehicle.

P - Portion of the day. That proportion any period of time is of the day which contains it. In this study P is used to obtain peak-hour data.

5. Extensive motorist opinion and rest area use statistics are available from a number of prior studies.

Relationships studied: A lot of diverse relationships combine to affect the use of a safety roadside rest. Usage varies from:

1. One type of road to the next
2. One part of the State to another
3. One time of the year, day of week or hour of the day to another
4. One year to the next
5. One class of vehicle to another
6. During peak periods by direction of travel

Time pattern relationships, rates, proportions and classification groupings were established for approaching main line and rest area total vehicles, autos with trailer, campers and trucks. Specifically:

1. For main line traffic approaching each rest area:
 - (a) Total vehicle A, L, R, and P Factors.
 - (b) Total vehicle growth trend rate.
 - (c) Day of the week which has the peak directional traffic volume for total vehicles.
 - (d) Truck L and R Factors.
 - (e) Auto with trailer L and R Factors.
 - (f) Camper time pattern factors. These were assumed to be identical to those of auto with trailer.
 - (g) All vehicle classes were assumed to have the same P Factor as total vehicles.
 - (h) Annual average proportion of trucks to total vehicles and the truck axle classification.

- i. Annual average proportion of autos with trailers to total vehicles.
2. For rest areas in relation to approaching main line traffic:
 - (a) Total vehicle time pattern factors:
 - (1) Rest area L's are accepted as being the same as the main line.
 - (2) Rest area R's are 30% greater.
 - (3) Rest area P's are 20% greater.
 - (b) Auto with trailer and camper time-pattern factors in relation to those for total vehicle:
 - (1) Auto with trailer and camper L = $3(L-1)+1$ for total vehicles.
 - (2) Auto with trailer and camper R's are 250% greater.
 - (3) Auto with trailer and camper P's are accepted as being the same.
 - (c) Truck L and R Factors were widely available throughout the State and were assumed to be the same for both rest area and approaching main line trucks. Truck P Factors are accepted as being the same as for total vehicles.
 - (d) The proportion of approaching main line autos-with-trailer and campers which use rest areas.
 - (e) The proportion of approaching main line trucks which use rest areas.
3. Miscellaneous relationships established:
 - (a) The proportion of autos with trailer pulling a one-axle versus a two-axle trailer.
 - (b) For each rest area which has been counted, the extra axle adjustment for trucks and auto with trailer. (Road tube traffic counters count only pairs of axles--not vehicles).
 - (c) The changing proportion of autos pulling trailer to total vehicle volume over the years.

- (d) Recent growth trends in camper appearance on the highway.
- (e) The relationship between autos pulling trailer to campers so that the number of the former on the highway can be used to predict the latter.
- (f) From available manual classification counts the 16 hour July Monday proportion of autos with trailer was related to the annual average proportion by time-pattern factors.
- (g) The 10th peak day is understood to be the average of each summer weekend high day plus three or four other weekend high days during the year.
- (h) The 30th peak hour is understood to be a high volume hour on the 10th peak day.

Traffic volume computations: A sequential series of data entries and computations produced vehicle use estimates for each of the 257 Master Plan roadside rests:

1. Main line AADT's were determined for the year 1973 by analyzing each twelve-year growth trend plotted on a graph.
2. The day of the week with the highest approaching main line traffic volume was determined.
3. The main line L and R Factors were recorded for the high day of the week.
4. The safety roadside rest vehicle use classification deemed most appropriate for each rest area was assigned.
5. By applying appropriate classification percentage factors to the main line AADT, rest area total vehicle AADT was determined.
6. Rest area auto with trailer AADT was determined using an annual average percentage of total vehicle AADT.
7. Rest area camper AADT was determined using a percent of auto with trailer AADT.
8. Each roadside rest was classified according to anticipated degree of truck use.
9. Using the percent of trucks in the approaching traffic stream and the truck use classification, truck AADT was determined.

10. The L and R Factors for approaching main line traffic on the high volume day of the week were used to determine for each rest area:
 - (a) A total vehicle L equal to the main line L Factor and an R at 1.35 times the main line R Factor.
 - (b) An auto with trailer and camper L Factor equal to $3(L-1)+1$ that of the main line and an R at 2.5 times the main line R Factor.
11. Truck L and R Factors were established either from data available at each site, or by applying L and R factors from nearby or typical locations.
12. An I factor of 1.00* was used to compute the 10th highest day volume for:
 - (a) Total vehicles
 - (b) Autos with trailer
 - (c) CampersAn I Factor of 0.65* was used for trucks. The timer pattern formula, $V = A(L+RI)$, was used for computation.
13. The peak hour P Factor for approaching main line traffic on the high volume day of the week was determined. Rest area P Factors 1.20 times those of the main line were applied to the 10th highest day volume in order to produce the 30th peak hour volume for:
 - (a) Total vehicles
 - (b) Autos with trailer
 - (c) Campers
 - (d) Trucks
14. Annual average day, 10th highest day and 30th peak hour volumes for total vehicles, autos with trailer, campers, and trucks were copied onto the final report form. From these volumes:
 - (a) Autos with trailer and trucks were summed to determine total lengthy vehicles.
 - (b) Autos with trailer, campers and motor homes were summed to determine total recreational vehicles.

*With a negative R Factor, the I Factor for total vehicles is -0.53 and for trucks -0.65.

- (c) Annual average daily traffic was multiplied by 365 to determine rest area vehicle use for a year.
- (d) 1973 AADT and the annual growth rate of traffic on the approaching main line were copied from the growth trend graphs for additional information.
- (e) Traffic volumes for the 257 roadside rests were summarized by:
 - (1) Six logical groupings
 - (2) Freeway and conventional road
 - (3) All 257 rest areas studied

Post-Computation editing adjustments: Arithmetic computation which depends upon the interaction of a large number of independent empirical relationships frequently produces results which are disproportionate when compared with other data with which they should bear a reasonable relationship.

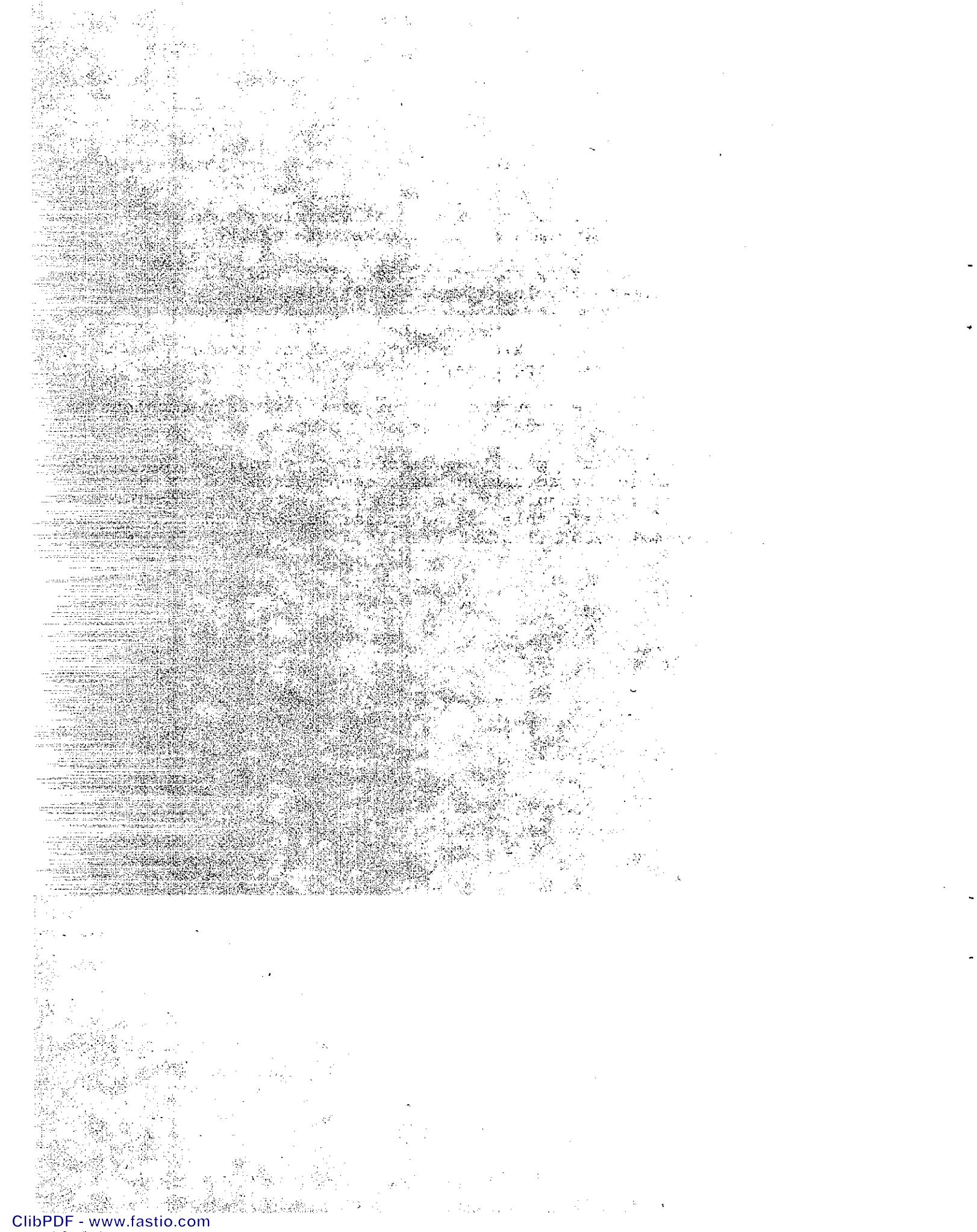
Traffic volume estimates for each of the 257 roadside rests studied were compared with traffic counts where available, and with other rest areas along the same route, or of a similar use classification. Numerous adjustments were made to make the volumes more compatible:

1. Some use classifications were changed to produce more realistic-appearing volumes.
2. For the 65 locations where traffic counts were available, traffic volumes are based upon counts rather than use classification estimates.
3. Systematic screening was performed for suspicious basic computation values. Those isolated were checked against additional data. The basic computation values are:
 - (a) AADT
 - (b) High volume day of the week
 - (c) Each main line and rest area L Factor
 - (d) Each main line and rest area R Factor
 - (e) The degree of truck use anticipated
 - (f) Main line auto with trailer percent
 - (g) Main line P Factor
 - (h) Growth trend

Sometimes a value, particularly an L or R Factor was summarily rejected and replaced to make it more compatible with companion data.

4. Rest area estimated AADT, 10th highest day and 30th peak hour volumes for total vehicles, autos with trailer, campers, and trucks were checked:
 - (a) To make sure total vehicle volume and its component volumes were compatible.
 - (b) To verify that volumes bore a reasonable relationship along a route or among similar use classifications.
 - (c) To insure that the 10th highest day was harmonious with the annual average day volumes.

Apparent volume magnitude discrepancies could often be remedied by adjusting basic computation values slightly, particularly the main line auto with trailer percent. Where this was not possible, volumes were sometimes reconciled arbitrarily.



SAFETY ROADSIDE REST VEHICLE USE STUDY

APPENDIX II

DETAILED ANALYSIS OF EACH ROADSIDE REST

APPENDIX II

SAFETY ROADSIDE REST VEHICLE USE STUDY Alphabetical List of Master Plan Roadside Rests

| Roadside Rest | |
|---------------------|--------|
| Name | Number |
| Adin | 113 |
| Aliso Creek | 94 |
| Almanor | 117 |
| Alpha-Omega | 119 |
| Aqueduct | 144 |
| Arno Road | 89 |
| Beckwourth Pass | 122 |
| Ben Hulse | 164 |
| Benicia | 70 |
| Bodega Bay | 104 |
| Bogard Ranger Sta | 116 |
| Bolinas | 103 |
| Boron | 42 |
| Brookside | 77 |
| Butte Creek | 133 |
| Buttonwillow | 17 |
| Cactus City | 53 |
| Calpella | 63 |
| Camarillo | 91 |
| Camp Roberts | 3 |
| Cantua Creek | 20 |
| Carpojo Creek | 100 |
| Carson Hill | 138 |
| Castaic | 64 |
| Chester | 135 |
| Chester E. Warlow | 67 |
| Chowchilla | 68 |
| Collier Tunnel | 107 |
| Conner | 16 |
| Corning | 27 |
| Cortona | 25 |
| Coyote | 80 |
| Crestview | 153 |
| Crystal Springs | 82 |
| Cuyama | 127 |
| Dean Creek | 10 |
| Desert Center | 54 |
| Desert Oasis | 44 |
| Desert View | 140 |
| Devil's Gate | 155 |
| Division Creek | 151 |
| Dixon | 85 |
| Donnell Overlook | 123 |
| Donner Summit | 36 |
| Douglas City | 111 |
| Dublin | 86 |
| Dunnigan | 24 |
| Elkhorn | 87 |
| Elsinore | 48 |
| Empire Camp | 9 |
| Fenner | 46 |
| Fernbridge | 12 |
| Filmore | 141 |
| Flinn Springs | 92 |
| Fontana | 97 |
| Gavin Canyon | 95 |
| Gaviota | 59 |
| Gold Run | 35 |
| Grapevine | 65 |
| Grass Lake | 108 |
| Hackamore | 109 |
| Hairee | 148 |
| Halloran | 50 |
| Harmony | 99 |
| High Line | 163 |
| Hinkley | 43 |
| Honey Lake | 157 |
| Hopland | 6 |
| Hunter Hill | 84 |
| I Have Found It | 110 |
| Inyokern | 146 |
| Irvine Lodge | 8 |
| Jawbone Canyon | 143 |
| Kamph Memorial Park | 15 |
| Kene Springs | 160 |
| Kitchen Creek | 55 |
| Klondike-Kelbaker | 45 |
| La Costa | 93 |
| Lake Casitas | 128 |
| Lakehead | 30 |
| Lassen Avenue | 19 |
| Lilac | 47 |

| Roadside Rest | |
|------------------|--------|
| Name | Number |
| Little Lake | 147 |
| Lone Pine | 150 |
| Loomis | 71 |
| Los Alamos | 1 |
| Los Banos | 22 |
| Madeleine | 159 |
| Mantequa | 90 |
| Massack | 136 |
| Midpines | 125 |
| Midway | 49 |
| Mokelumne | 88 |
| Mono Lake | 154 |
| Montgomery Creek | 112 |
| Moss Cove | 7 |
| Mott Airport | 31 |
| Mountain Springs | 56 |
| Mountain Springs | 139 |
| Mountain View | 46 |
| Myers Flat | 11 |
| New York Place | 114 |
| Nipomo | 60 |
| North Shore | 129 |
| Novato | 83 |
| Oak Hill | 75 |
| Oasis | 162 |
| Olancha | 149 |
| Panoche | 21 |
| Paxton | 121 |
| Pear Blossom | 131 |
| Petrero | 130 |
| Pidgeon Point | 101 |
| Pit River Bridge | 29 |
| Point Mugu | 98 |
| Pollock Pines | 38 |
| Puritan Mine | 74 |
| Randolph Collier | 33 |
| Ravendale | 158 |
| Red Bluff | 28 |
| Red Mountain | 145 |
| Rio Oso | 132 |
| Rosemond | 40 |
| Round Valley | 152 |
| San Domingo | 137 |
| San Joaquin | 73 |
| San Juan Batista | 61 |
| San Lucas | 4 |
| Sand Hills | 58 |
| Santa Margarita | 2 |
| Shandon | 126 |
| Shingle Springs | 72 |
| Shingletown | 115 |
| Soledad | 5 |
| South Burlingame | 81 |
| Stewart | 105 |
| Stinson Beach | 102 |
| Strawberry | 39 |
| Sunbeam | 57 |
| Sweetwater | 124 |
| Tehachapi | 41 |
| Tipton | 66 |
| Topaz | 156 |
| Traventine Rock | 161 |
| Trinidad | 13 |
| Truckee | 37 |
| Turlock | 69 |
| Two Rivers | 142 |
| Vina | 118 |
| Valley Wells | 51 |
| Wages Creek | 106 |
| Weed Airport | 32 |
| West Branch | 120 |
| West Camp | 18 |
| Westley | 23 |
| Wheaton Springs | 52 |
| Whitewater | 78 |
| Wildwood | 76 |
| Wiley's Well | 79 |
| Windsor | 62 |
| Willows | 26 |
| Wilson Creek | 14 |
| Winters | 34 |
| Woodson Mountain | 134 |

| Roadside Rest | |
|------------------|--------|
| Name | Number |
| Round Valley | 152 |
| San Domingo | 137 |
| San Joaquin | 73 |
| San Juan Batista | 61 |
| San Lucas | 4 |

SAFETY ROADSIDE REST VEHICLE USE STUDY
**GROUP I
ISOLATED RURAL FREEWAY**

| # | RTE. | CO. | POSTMILE | NAME | LOCATION | DIREC- | CLASS- | YE AR 1973 | REST AREA TOTAL VEHICLES QUOTED FOR: | AUTOS WITH TRAILER | TOTAL LENGTHY VEHICLES | CAMPERs, MOTOR VEHICLES | TOTAL REC- REATIONAL VEHICLES | REST AREA VEHICLES IN A YEAR | APPROACHING MAINLINE | | |
|---|------|-----|----------|-----------------|----------|--------|--------------------|------------|--------------------------------------|--------------------|------------------------|-------------------------|-------------------------------|------------------------------|----------------------|------|--------|
| | | | | | | | | | | | | | | | 1973 ANNUAL | AADT | GROWTH |
| 1 | 101 | SB | 66+ | Los Alamos | N | A | 10TH HIGHEST DAY | 997 | 89 | 34 | 121 | 274 | 361 | 215,350 | 6,550 | 9.0% | |
| | | | | | | S | ANNUAL AVERAGE DAY | 590 | 37 | 65 | 102 | 113 | 150 | | | | |
| | | | | | | S | 30TH PEAK HOUR | 103 | 9 | 4 | 13 | 28 | 37 | | | | |
| | | | | | | S | 10TH HIGHEST DAY | 1015 | 118 | 33 | 151 | 360 | 478 | | | | |
| | | | | | | S | ANNUAL AVERAGE DAY | 590 | 37 | 65 | 102 | 113 | 150 | 215,350 | 6,550 | 9.0% | |
| | | | | | | S | 30TH PEAK HOUR | 122 | 14 | 4 | 18 | 43 | 57 | | | | |
| 2 | 101 | SIO | 38+ | Santa Margarita | N | A | 10TH HIGHEST DAY | 939 | 89 | 103 | 192 | 275 | 364 | | | | |
| | | | | | | S | ANNUAL AVERAGE DAY | 630 | 38 | 76 | 114 | 118 | 156 | | | | |
| | | | | | | S | 30TH PEAK HOUR | 109 | 10 | 12 | 22 | 32 | 42 | | | | |
| | | | | | | S | 10TH HIGHEST DAY | 914 | 85 | 103 | 188 | 263 | 348 | | | | |
| | | | | | | S | ANNUAL AVERAGE DAY | 630 | 38 | 76 | 114 | 118 | 156 | | | | |
| | | | | | | S | 30TH PEAK HOUR | 106 | 10 | 12 | 22 | 31 | 41 | | | | |
| 3 | 101 | MON | 4+ | Camp Roberts | N* | A | 10TH HIGHEST DAY | 770 | 76 | 150 | 226 | 240 | 316 | | | | |
| | | | | | | S* | ANNUAL AVERAGE DAY | 339 | 20 | 82 | 102 | 102 | 83 | 123,735 | 4,650 | 7.0% | |
| | | | | | | S* | 30TH PEAK HOUR | 75 | 7 | 15 | 22 | 24 | 31 | | | | |
| | | | | | | S* | 10TH HIGHEST DAY | 1020 | 105 | 192 | 297 | 317 | 422 | | | | |
| | | | | | | S* | ANNUAL AVERAGE DAY | 462 | 28 | 110 | 138 | 85 | 113 | | | | |
| | | | | | | S* | 30TH PEAK HOUR | 98 | 10 | 18 | 28 | 30 | 40 | | | | |
| 4 | 101 | MON | 35.0 | San Lucas | N | A | 10TH HIGHEST DAY | 1047 | 102 | 95 | 197 | 335 | 437 | | | | |
| | | | | | | S | ANNUAL AVERAGE DAY | 585 | 33 | 70 | 103 | 108 | 141 | 213,525 | 6,500 | 9.0% | |
| | | | | | | S | 30TH PEAK HOUR | 98 | 10 | 9 | 19 | 31 | 41 | | | | |
| | | | | | | S | 10TH HIGHEST DAY | 1164 | 119 | 95 | 214 | 389 | 627 | | | | |
| | | | | | | S | ANNUAL AVERAGE DAY | 585 | 33 | 70 | 103 | 108 | 141 | 213,525 | 6,500 | 9.0% | |
| | | | | | | S | 30TH PEAK HOUR | 112 | 11 | 9 | 20 | 37 | 48 | | | | |
| 5 | 101 | MON | 53+ | Soledad | N | A | 10TH HIGHEST DAY | 1013 | 87 | 97 | 184 | 295 | 382 | | | | |
| | | | | | | S | ANNUAL AVERAGE DAY | 563 | 28 | 73 | 101 | 95 | 123 | 205,495 | 6,250 | 9.0% | |
| | | | | | | S | 30TH PEAK HOUR | 104 | 9 | 10 | 19 | 30 | 39 | | | | |
| | | | | | | S | 10TH HIGHEST DAY | 989 | 78 | 108 | 186 | 264 | 342 | | | | |
| | | | | | | S | ANNUAL AVERAGE DAY | 563 | 28 | 73 | 101 | 95 | 123 | 205,495 | 6,250 | 9.0% | |
| | | | | | | S | 30TH PEAK HOUR | 93 | 7 | 10 | 17 | 25 | 32 | | | | |
| 6 | 101 | MEN | 3.0 | Hopland | N | A | 10TH HIGHEST DAY | 559 | 95 | 42 | 137 | 215 | 310 | | | | |
| | | | | | | S | ANNUAL AVERAGE DAY | 329 | 33 | 30 | 63 | 75 | 108 | 120,085 | 3,650 | 4.0% | |
| | | | | | | S | 30TH PEAK HOUR | 55 | 9 | 4 | 13 | 21 | 30 | | | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | LOCATION | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 VOLUME QUOTED FOR: | REST AREA TOTAL VEHICLES | | | TOTAL LENGTHY VEHICLES | CAMPERS, MOTOR VEHICLES | TOTAL REC. RECREATIONAL VEHICLES | REST AREA IN A YEAR | APPROACHING MAINLINE 1973 AADT | ANNUAL GROWTH |
|----|---------|--|--------------|----------|---------|--|----------------|------------------------------|--------------------------|-----------|-----------|------------------------|-------------------------|----------------------------------|---------------------|--------------------------------|---------------|
| | | | | | | | | | AUTOS WITH TRAILER | TRUCKS | HOMES | | | | | | |
| 6 | 101 MEN | 3.0 | Hopland | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 520 329 50 | 83 30 8 | 42 63 4 | 125 12 12 | 189 75 18 | 272 108 26 | 120,085 | 3,650 | 4.0% | | |
| 7 | 101 MEN | 58.9 | Moss Cove | S* | AJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 304 127 35 | 43 10 5 | 24 14 3 | 63 24 8 | 121 28 14 | 164 38 19 | 46,355 | 1,850 | 4.0% | | |
| 8 | 101 MEN | 61.5 | Irvine Lodge | N* | AJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 300 122 29 | 54 13 5 | 25 13 2 | 79 26 7 | 117 28 11 | 171 41 16 | 44,530 | 1,900 | 4.0% | | |
| 9 | 101 MEN | 82.5 | Empire Camp | B* | AGJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 350 149 34 | 62 15 6 | 32 18 3 | 94 33 9 | 143 24 14 | 205 50 20 | 54,385 | 3,600 | 4.0% | | |
| N | A.J. | 4.0 | | | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 250 113 23 | 38 10 3 | 24 14 2 | 62 24 5 | 96 25 9 | 134 35 12 | 41,245 | 1,800 | 4.0% | | |
| S | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 250 113 26 | 39 10 4 | 23 14 2 | 62 24 6 | 98 24 6 | 137 35 10 | 143 25 10 | 205 35 14 | 170 40 14 | 41,245 | 1,800 | 4.0% | | | |
| S | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 250 113 37 | 39 10 5 | 23 14 3 | 62 24 8 | 98 24 8 | 137 35 14 | 143 25 14 | 205 35 14 | 170 40 14 | 41,245 | 1,800 | 4.0% | | | |
| 10 | 101 HUM | R14.4 | Dean Creek | S | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 340 140 37 | 43 10 5 | 25 14 2 | 63 24 6 | 127 24 6 | 170 30 10 | 51,100 | 2,225 | 4.0% | | |
| 11 | 101 HUM | 20.8 | Myers Flat | N | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 360 148 42 | 57 13 6 | 28 18 3 | 78 31 9 | 131 30 15 | 188 43 21 | 54,020 | 2,350 | 4.0% | | |
| 12 | 101 HUM | 64+ | Fernbridge | N | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 493 312 47 | 50 20 5 | 51 37 5 | 101 57 10 | 149 60 14 | 199 80 19 | 113,880 | 4,950 | 5.5% | | |
| S | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 493 312 47 | 50 20 5 | 51 37 5 | 101 57 10 | 149 60 14 | 199 80 19 | 151 201 16 | 201 80 21 | 113,880 | 4,950 | 5.5% | | | | |
| S* | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 493 312 37 | 50 20 4 | 51 37 3 | 101 57 7 | 149 60 12 | 199 80 16 | 151 201 16 | 201 80 16 | 113,880 | 4,950 | 5.5% | | | | |
| 13 | 101 HUM | 104+ | Trinidad | N* | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 360 146 37 | 41 10 4 | 30 15 3 | 71 25 7 | 116 28 12 | 157 38 16 | 53,290 | 2,300 | 4.0% | | |
| S* | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 360 146 37 | 41 10 4 | 30 15 3 | 71 25 7 | 116 28 12 | 157 38 16 | 51 201 9 | 201 80 9 | 113,880 | 4,950 | 5.5% | | | | |
| 14 | 101 DN | 12.6 | Wilson Creek | B | A.J. | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 463 227 51 | 47 13 5 | 39 30 4 | 86 43 9 | 156 43 17 | 203 156 14 | 82,855 | 3,600 | 4.0% | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE CO. | POSTMILE | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 VOLUME QUOTED FOR: | REST AREA TOTAL VEHICLES | | | TOTAL LENGTHY MOTOR VEHICLES | | | TOTAL REST AREA VEHICLES IN A YEAR | | APPROACHING MAINLINE 1973 AADT | ANNUAL GROWTH |
|----|---------|----------|---------------------|---------------------|----------------|--|--------------------------|-----------------|------------------|------------------------------|-----------------------|------------------|------------------------------------|-------|-----------------------------------|---------------|
| | | | | | | | AUTOS WITH TRAILER | TRUCKS | MOTOR HOMES | CAMPERS | RECREATIONAL VEHICLES | IN A YEAR | | | | |
| 15 | 101 DN | 45.0 | Kamph Memorial Park | B | AJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 415 156 48 | 48 10 5 | 32 20 4 | 80 30 9 | 143 30 16 | 191 40 21 | 56,940 | 3,100 | 4.0% | |
| 16 | 5 | KER 34.0 | Conner | N | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 732 416 78 | 75 25 8 | 43 62 7 | 118 87 15 | 241 80 26 | 316 105 34 | 151,840 | 4,620 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 790 416 88 | 86 25 10 | 43 62 5 | 129 87 15 | 274 80 31 | 360 105 41 | 151,840 | 4,620 | 10.0% | |
| | | | | N# | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 855 486 91 | 90 30 10 | 101 146 11 | 191 176 21 | 280 93 21 | 370 123 30 | 177,390 | 5,400 | 10.0% | |
| | | | | S# | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 923 486 103 | 103 30 12 | 101 146 11 | 204 176 23 | 319 93 36 | 422 123 48 | 177,390 | 5,400 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 845 480 90 | 90 30 10 | 50 72 5 | 140 102 15 | 271 90 29 | 361 120 39 | 175,200 | 5,335 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 912 480 102 | 103 30 12 | 50 72 6 | 153 102 18 | 309 90 35 | 412 120 47 | 175,200 | 5,335 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 837 470 90 | 93 30 10 | 49 71 5 | 142 102 15 | 278 90 30 | 371 120 40 | 171,550 | 5,225 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 766 470 86 | 82 30 9 | 49 71 5 | 131 102 14 | 245 90 27 | 327 120 36 | 171,550 | 5,225 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 881 495 96 | 93 30 10 | 51 74 6 | 144 104 16 | 294 95 32 | 387 125 42 | 180,675 | 5,500 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 807 495 83 | 82 30 8 | 51 74 5 | 133 104 13 | 258 95 27 | 340 125 35 | 180,675 | 5,500 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 850 515 87 | 90 33 9 | 53 77 5 | 143 110 14 | 266 98 27 | 356 131 36 | 187,975 | 5,720 | 10.0% | |
| | | | | S | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 870 515 10 | 96 33 10 | 53 77 5 | 149 110 15 | 284 98 29 | 380 131 29 | 187,975 | 5,720 | 10.0% | |

It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

APPENDIX II

SAFETY ROADSIDE REST VEHICLE USE STUDY

| LOCATION | # | RTE CO. POSTMILE | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 VOLUME QUOTED FOR* | REST AREA TOTAL VEHICLES | | AUTOS WITH TRAILER | TOTAL LENGTHENED VEHICLES | CAMPERS, MOTOR VEHICLES | TOTAL REC-AREA VEHICLES IN A YEAR | APPROACHING MAINLINE 1973 ADT | ANNUAL GROWTH | |
|----------|---|------------------|-----------|---------------------|--------------------|------------------------------|--------------------------|--------------------|--------------------|---------------------------|-------------------------|-----------------------------------|-------------------------------|---------------|------|
| | | | | | | | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | | | | | | | |
| 22 | 5 | MER 20.3 | Los Banos | N*# A | 10TH HIGHEST DAY | 747 | 71 | 102 | 173 | 224 | 295 | 180,675 | 5,500 | 8.0% | |
| | | | | | ANNUAL AVERAGE DAY | 495 | 30 | 148 | 178 | 95 | 125 | | | | |
| | | | | | 30TH PEAK HOUR | 76 | 7 | 10 | 17 | 23 | 30 | | | | |
| | | | | S*# A | 10TH HIGHEST DAY | 747 | 72 | 102 | 174 | 224 | 296 | 180,675 | 5,500 | 8.0% | |
| | | | | | ANNUAL AVERAGE DAY | 495 | 30 | 148 | 178 | 95 | 125 | | | | |
| | | | | | 30TH PEAK HOUR | 78 | 7 | 11 | 18 | 24 | 31 | | | | |
| | | | | N* | A | 10TH HIGHEST DAY | 720 | 74 | 49 | 123 | 221 | 295 | 173,010 | 6,750 | 8.0% |
| | | | | | ANNUAL AVERAGE DAY | 474 | 30 | 71 | 101 | 90 | 120 | | | | |
| | | | | | 30TH PEAK HOUR | 81 | 8 | 6 | 14 | 25 | 33 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 874 | 83 | 119 | 202 | 248 | 331 | | | |
| | | | | | ANNUAL AVERAGE DAY | 629 | 40 | 94 | 134 | 120 | 160 | | | | |
| | | | | | 30TH PEAK HOUR | 91 | 9 | 12 | 21 | 26 | 35 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 1310 | 172 | 149 | 321 | 500 | 672 | | | |
| | | | | | ANNUAL AVERAGE DAY | 577 | 43 | 98 | 141 | 125 | 168 | | | | |
| | | | | | 30TH PEAK HOUR | 126 | 17 | 15 | 32 | 48 | 65 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 1331 | 179 | 85 | 264 | 517 | 696 | | | |
| | | | | | ANNUAL AVERAGE DAY | 704 | 53 | 120 | 173 | 153 | 206 | | | | |
| | | | | | 30TH PEAK HOUR | 134 | 18 | 9 | 27 | 52 | 70 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 1076 | 144 | 111 | 255 | 401 | 545 | | | |
| | | | | | ANNUAL AVERAGE DAY | 585 | 45 | 88 | 133 | 125 | 170 | | | | |
| | | | | | 30TH PEAK HOUR | 98 | 13 | 10 | 23 | 36 | 49 | | | | |
| | | | | S | A | 10TH HIGHEST DAY | 1193 | 167 | 62 | 229 | 465 | 632 | | | |
| | | | | | ANNUAL AVERAGE DAY | 585 | 45 | 88 | 133 | 125 | 170 | | | | |
| | | | | | 30TH PEAK HOUR | 119 | 17 | 6 | 23 | 47 | 64 | | | | |
| | | | | S | A | 10TH HIGHEST DAY | 1210 | 164 | 125 | 289 | 458 | 622 | | | |
| | | | | | ANNUAL AVERAGE DAY | 554 | 43 | 83 | 133 | 120 | 163 | | | | |
| | | | | | 30TH PEAK HOUR | 116 | 15 | 12 | 27 | 44 | 59 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 1089 | 149 | 57 | 206 | 428 | 577 | | | |
| | | | | | ANNUAL AVERAGE DAY | 534 | 40 | 80 | 120 | 115 | 155 | | | | |
| | | | | | 30TH PEAK HOUR | 112 | 15 | 6 | 21 | 44 | 59 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 587 | 77 | 54 | 131 | 226 | 303 | | | |
| | | | | | ANNUAL AVERAGE DAY | 328 | 25 | 43 | 68 | 73 | 98 | | | | |
| | | | | | 30TH PEAK HOUR | 70 | 8 | 3 | 11 | 28 | 36 | | | | |
| | | | | N* | A | 10TH HIGHEST DAY | 900 | 126 | 102 | 228 | 313 | 439 | | | |
| | | | | | ANNUAL AVERAGE DAY | 459 | 35 | 64 | 99 | 100 | 135 | | | | |
| | | | | | 30TH PEAK HOUR | 79 | 11 | 9 | 20 | 28 | 39 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 664 | 72 | 31 | 103 | 263 | 335 | | | |
| | | | | | ANNUAL AVERAGE DAY | 332 | 20 | 43 | 63 | 73 | 93 | | | | |
| | | | | | 30TH PEAK HOUR | 70 | 8 | 3 | 11 | 28 | 36 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 900 | 126 | 102 | 228 | 313 | 439 | | | |
| | | | | | ANNUAL AVERAGE DAY | 459 | 35 | 64 | 99 | 100 | 135 | | | | |
| | | | | | 30TH PEAK HOUR | 79 | 11 | 9 | 20 | 28 | 39 | | | | |
| | | | | N* | A | 10TH HIGHEST DAY | 674 | 72 | 31 | 103 | 263 | 335 | | | |
| | | | | | ANNUAL AVERAGE DAY | 332 | 20 | 43 | 63 | 73 | 93 | | | | |
| | | | | | 30TH PEAK HOUR | 70 | 8 | 3 | 11 | 28 | 36 | | | | |
| | | | | S* | A | 10TH HIGHEST DAY | 900 | 126 | 102 | 228 | 313 | 439 | | | |
| | | | | | ANNUAL AVERAGE DAY | 459 | 35 | 64 | 99 | 100 | 135 | | | | |
| | | | | | 30TH PEAK HOUR | 79 | 11 | 9 | 20 | 28 | 39 | | | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | NAME | DIREC- | CLASS- | YEAR 1973 | TOTAL VEHICLES QUOTED FOR: | REST AREA | | TOTAL CAMPERS, | TOTAL RECREATIONAL VEHICLES IN A YEAR | REST AREA | APPROACHING MAINLINE VEHICLES | | |
|----|-----|-----|----------|------------------|--------|--------|--|----------------------------|-----------------|-----------------|--------------------|---------------------------------------|------------------|-------------------------------|---------------|------|
| | | | | | | | | | TRAVEL | ATION OF TRAVEL | AUTOS WITH TRAILER | LENTHY MOTOR VEHICLES | HOMES | 1973 AADT | ANNUAL GROWTH | |
| 28 | 5 | TEH | 3.5+ | Red Bluff | S* | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1100 621 101 | 147 48 13 | 133 87 12 | 280 135 25 | 360 135 33 | 507 183 46 | 226,665 | 7,350 | 5.0% |
| 29 | 5 | SHA | 31.1 | Pit River Bridge | N* | AJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1300 517 124 | 191 45 18 | 71 57 7 | 262 102 25 | 480 113 47 | 671 158 65 | 188,705 | 6,400 | 7.5% |
| 30 | 5 | SHA | 43.2 | Lakehead | S* | AJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 497 289 51 | 72 25 7 | 97 35 3 | 207 60 10 | 279 63 21 | 105,485 | 4,500 | 7.5% | |
| 31 | 5 | SIS | 4.9 | Mott Airport | N | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 880 473 89 | 98 30 9 | 41 47 4 | 139 77 13 | 252 90 25 | 350 120 34 | 172,645 | 5,250 | 5.5% |
| 32 | 5 | SIS | 25.4 | Weed Airport | N* | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 769 469 74 | 80 30 8 | 83 94 8 | 163 124 16 | 239 90 23 | 319 120 31 | 171,185 | 4,050 | 7.5% |
| 33 | 5 | SIS | 58.4 | Randolph Collier | B* | AG | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 828 521 79 | 83 33 8 | 74 104 7 | 157 137 15 | 251 100 24 | 334 133 32 | 190,165 | 4,050 | 7.5% |
| 34 | 505 | SOL | 9.5 | Winters | N | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1018 469 109 | 159 35 17 | 46 52 5 | 205 87 22 | 409 103 44 | 568 138 61 | 171,185 | 8,400 | 7.5% |
| 35 | 80 | PLA | 41.1 | Gold Run | E* | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 631 311 54 | 88 23 8 | 62 50 5 | 150 73 13 | 240 63 21 | 328 86 29 | 113,515 | 3,450 | 7.5% |
| 36 | 80 | NEV | 5.6 | Donner Summit | E* | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 600 556 56 | 81 33 8 | 33 50 3 | 114 50 11 | 222 63 87 | 303 86 87 | 113,515 | 3,450 | 7.5% |
| | | | | | * | W | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1234 556 138 | 141 33 16 | 42 50 5 | 182 83 21 | 370 87 4 | 511 120 20 | 202,940 | 7,950 | 6.0% |
| | | | | | * | W | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1255 508 157 | 154 30 19 | 27 46 3 | 181 76 22 | 411 80 52 | 565 110 71 | 185,420 | 7,950 | 6.0% |
| | | | | | * | W | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1346 534 151 | 153 30 17 | 45 53 5 | 196 83 22 | 408 80 46 | 561 110 63 | 194,910 | 8,150 | 7.5% |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.
It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

APPENDIX II

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 VOLUME QUOTED FOR: | REST AREA TOTAL VEHICLES | | TOTAL LENGTHY AUTOS WITH TRAILER | CAMPERS, LENGTHY MOTORS, RECREATIONAL VEHICLES | TOTAL RECREATIONAL VEHICLES IN A YEAR | REST AREA VEHICLES | APPROACHING MAINLINE VEHICLES | 1973 AADT | ANNUAL GROWTH | |
|----|-----|-----|----------|---------------|---------------------|----------------|--|--------------------------|-----------------|----------------------------------|--|---------------------------------------|--------------------------|-------------------------------|----------------------|---------------|------|
| | | | | | | | | W* | AK | | | | | | | | |
| 36 | 80 | NEV | 5.6 | Donner Summit | E | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1.343 483 168 | 164 28 21 | 192 76 3 | 469 80 24 | 633 53 60 | 176,295 147,825 81 | 8,150 6,000 81 | 7.5% 5.0% 5.0% | | |
| 37 | 80 | NEV | 19.0 | Truckee | W | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 915 405 9 | 80 18 8 | 118 45 4 | 235 63 12 | 238 35 11 | 147,825 53 23 | 6,000 | 5.0% | | |
| 38 | 50 | ED | 30± | Pollock Pines | E | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 923 405 9 | 81 18 8 | 108 45 3 | 155 63 11 | 238 35 16 | 147,825 53 24 | 6,000 | 5.0% | | |
| 39 | 50 | ED | 58+ | Strawberry | E | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 871 335 98 | 96 18 11 | 17 20 2 | 113 20 11 | 255 38 13 | 351 48 29 | 122,275 48 40 | 4,950 | 6.0% | |
| 40 | 14 | KER | 8.0 | Rosamond | N | AH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1018 335 112 | 119 18 13 | 8 20 1 | 127 38 14 | 317 48 35 | 436 66 48 | 122,275 66 48 | 4,950 | 6.0% | |
| 41 | 58 | KER | 83.6 | Tehachapi | E | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 715 277 81 | 79 15 9 | 14 16 2 | 93 16 11 | 211 31 11 | 290 40 24 | 55 33 | 101,105 | 4,100 | 7.0% |
| 42 | 58 | KER | RL39.0 | Boron | W | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 842 277 93 | 99 15 11 | 7 16 2 | 106 31 13 | 264 40 13 | 363 55 29 | 101,105 55 40 | 4,100 | 7.0% | |
| | | | | | S | AH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 374 170 47 | 67 18 8 | 30 17 4 | 97 35 12 | 147 40 12 | 214 58 18 | 62,050 58 26 | 2,700 | 0.5% | |
| | | | | | | | | 396 170 56 | 82 18 12 | 12 17 2 | 94 35 14 | 181 40 14 | 263 58 26 | 62,050 58 38 | 2,700 | 0.5% | |
| | | | | | | | | 401 306 38 | 46 25 4 | 59 49 6 | 105 74 10 | 119 65 11 | 165 90 15 | 111,690 90 15 | 3,400 | 4.0% | |
| | | | | | | | | 416 306 49 | 49 25 6 | 59 49 7 | 108 74 13 | 128 74 5 | 177 65 8 | 111,690 90 11 | 3,400 | 4.0% | |
| | | | | | | | | 228 136 23 | 28 10 3 | 20 18 2 | 48 28 5 | 79 28 5 | 107 38 8 | 49,640 38 11 | 2,150 | 0.0% | |
| | | | | | | | | 211 136 25 | 24 10 3 | 17 18 2 | 41 28 5 | 68 28 5 | 92 38 8 | 49,640 38 11 | 2,150 | 0.0% | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.
 # It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | NAME | DIREC- | CLASS- | YEAR 1975 | TOTAL | REST AREA | AUTOS | TOTAL | CAMPER, | TOTAL REC- | REST AREA | APPROACHING MAINLINE | |
|----|-----|-----|-----------------|-------------------|--------|--------|--|------------------|------------------|---------------|---------------|-----------------|-----------------|-----------------|---------------------------|------|
| | | | | | | | | | | | | | | | | |
| 43 | 58 | SBD | 20 [†] | Hinkley | E | AH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 203 104 20 | 203 104 3 | 28 10 1 | 7 9 4 | 35 19 4 | 70 20 7 | 98 30 10 | 37,960 1,650 1,650 | 2.5% |
| | | | | | W | AH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 196 104 19 | 196 104 2 | 26 8 1 | 5 9 3 | 31 17 3 | 66 20 6 | 92 28 8 | 37,960 1,650 1,650 | 2.5% |
| 44 | 40 | SBD | 28.4 | Desert Oasis | E* # | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 498 253 48 | 498 253 48 | 64 18 6 | 28 36 3 | 92 54 9 | 177 50 17 | 241 68 23 | 92,345 2,650 2,650 | 5.0% |
| | | | | | W* # | A | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 440 246 51 | 440 246 51 | 55 18 6 | 21 34 2 | 76 52 8 | 148 48 17 | 203 66 23 | 89,790 2,650 2,650 | 5.0% |
| 45 | 40 | SBD | 61.0 | Klondike-Kelbaker | E | AH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 346 158 30 | 346 158 30 | 42 10 4 | 7 9 1 | 49 19 5 | 125 30 11 | 167 40 15 | 57,670 2,500 2,500 | 3.0% |
| | | | | | W | AH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 302 158 30 | 302 158 30 | 34 10 4 | 5 9 1 | 39 19 4 | 103 30 10 | 137 40 13 | 57,670 2,500 2,500 | 3.0% |
| 46 | 40 | SBD | R106.0 | Fenner | E | AH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 326 148 28 | 326 148 28 | 42 10 4 | 10 9 1 | 52 19 5 | 125 30 11 | 167 40 15 | 54,020 2,350 2,350 | 3.0% |
| | | | | | W | AH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 283 148 29 | 283 148 29 | 34 10 3 | 5 9 1 | 39 19 4 | 103 30 10 | 137 40 13 | 54,020 2,350 2,350 | 3.0% |
| 47 | 15 | SD | 43 [‡] | Lilac | N | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 615 362 65 | 615 362 65 | 38 13 4 | 12 33 1 | 50 46 5 | 160 55 17 | 198 68 21 | 132,130 5,350 5,350 | 8.0% |
| | | | | | S | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 688 362 81 | 688 362 81 | 45 13 5 | 12 33 1 | 57 46 6 | 193 55 23 | 238 68 28 | 132,130 5,350 5,350 | 8.0% |
| 48 | 15 | RIV | 17.0 | Elsinore | N | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 374 287 45 | 374 287 45 | 45 23 5 | 37 26 4 | 82 49 9 | 118 60 14 | 163 83 19 | 104,755 4,250 4,250 | 6.5% |
| | | | | | S | AK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 393 287 45 | 393 287 45 | 45 23 5 | 37 26 4 | 82 49 9 | 118 60 14 | 163 83 19 | 104,755 4,250 4,250 | 6.5% |
| 49 | 15 | SBD | 107.4 | Midway | N* | AHK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 928 416 85 | 928 416 85 | 88 20 8 | 43 37 4 | 131 57 12 | 123 50 11 | 211 70 19 | 151,840 6,500 6,500 | 9.0% |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE CO. | POSTMILE | NAME | DIREC- | CLASS- | YEAR 1973 | VOLUME QUOTED FOR: | REST AREA | | TOTAL RE- Vehicles | CAMPERS, LENTHY MOTOR HOME'S | TOTAL REC- Vehicles | REST AREA VEHICLES IN A YEAR | APPROACHING MAINLINE 1973 AADT | |
|----|---------|-----------|-----------------|--------|--------|--------------------|--------------------|-------------------|--------------------------|-----------------------|---------------------------------------|------------------------|------------------------------------|--------------------------------------|-------|
| | | | | | | | | TOTAL VEHICLES | AUTOS WITH TRAILER | | | | | | |
| 49 | 15 | SBD 107.4 | Midway | S * | AHK | 10TH HIGHEST DAY | 771 | 81 | 16 | 97 | 268 | 349 | 109,500 | 6,500 | 9.0% |
| | | | | | | ANNUAL AVERAGE DAY | 300 | 15 | 27 | 42 | 40 | 55 | 109,500 | 6,500 | 9.0% |
| | | | | | | 30TH PEAK HOUR | 85 | 9 | 2 | 11 | 29 | 38 | | | |
| 50 | 15 | SBD 147.2 | Halloran | N * | AHK | 10TH HIGHEST DAY | 731 | 62 | 35 | 97 | 166 | 228 | 123,005 | 6,200 | 9.0% |
| | | | | | | ANNUAL AVERAGE DAY | 337 | 15 | 30 | 45 | 40 | 55 | | | |
| | | | | | | 30TH PEAK HOUR | 69 | 6 | 3 | 9 | 16 | 22 | | | |
| 51 | 15 | SBD 160† | Valley Wells | N | AHK | 10TH HIGHEST DAY | 753 | 68 | 16 | 84 | 182 | 250 | 109,500 | 6,200 | 9.0% |
| | | | | | | ANNUAL AVERAGE DAY | 300 | 13 | 27 | 42 | 35 | 48 | | | |
| | | | | | | 30TH PEAK HOUR | 83 | 7 | 2 | 9 | 20 | 27 | | | |
| 52 | 15 | SBD 174.4 | Wheaton Springs | N * | AHK | 10TH HIGHEST DAY | 613 | 48 | 21 | 69 | 130 | 178 | 111,325 | 6,400 | 9.0% |
| | | | | | | ANNUAL AVERAGE DAY | 305 | 13 | 27 | 42 | 35 | 48 | | | |
| | | | | | | 30TH PEAK HOUR | 86 | 8 | 2 | 10 | 20 | 28 | | | |
| 53 | 10 | RIV 72.0 | Cactus City | E *# A | AHK | 10TH HIGHEST DAY | 699 | 70 | 15 | 85 | 187 | 257 | 111,325 | 6,400 | 10.0% |
| | | | | | | ANNUAL AVERAGE DAY | 272 | 13 | 24 | 37 | 35 | 48 | | | |
| | | | | | | 30TH PEAK HOUR | 58 | 5 | 2 | 7 | 12 | 17 | | | |
| 54 | 10 | RIV 108.7 | Desert Center | E | AH | 10TH HIGHEST DAY | 485 | 78 | 97 | 175 | 180 | 205 | 93,075 | 2,850 | 3.0% |
| | | | | | | ANNUAL AVERAGE DAY | 255 | 25 | 66 | 91 | 58 | 83 | | | |
| | | | | | | 30TH PEAK HOUR | 44 | 8 | 9 | 17 | 16 | 24 | | | |
| 55 | 8 | SD 50† | Kitchen Creek | E A | A | 10TH HIGHEST DAY | 480 | 76 | 50 | 126 | 182 | 258 | 93,805 | 2,850 | 3.0% |
| | | | | | | ANNUAL AVERAGE DAY | 257 | 25 | 66 | 91 | 60 | 85 | | | |
| | | | | | | 30TH PEAK HOUR | 47 | 8 | 5 | 13 | 18 | 26 | | | |
| | | | | | | 10TH HIGHEST DAY | 287 | 33 | 34 | 67 | 87 | 120 | | | |
| | | | | | | ANNUAL AVERAGE DAY | 173 | 13 | 24 | 37 | 35 | 48 | | | |
| | | | | | | 30TH PEAK HOUR | 27 | 2 | 4 | 6 | 8 | 10 | | | |
| | | | | | | 10TH HIGHEST DAY | 280 | 30 | 18 | 48 | 83 | 113 | | | |
| | | | | | | ANNUAL AVERAGE DAY | 173 | 13 | 24 | 37 | 35 | 48 | | | |
| | | | | | | 30TH PEAK HOUR | 27 | 2 | 1 | 3 | 9 | 11 | | | |
| | | | | | | 10TH HIGHEST DAY | 530 | 43 | 10 | 53 | 160 | 203 | | | |
| | | | | | | ANNUAL AVERAGE DAY | 285 | 13 | 14 | 27 | 48 | 61 | | | |
| | | | | | | 30TH PEAK HOUR | 57 | 5 | 1 | 6 | 17 | 22 | | | |
| | | | | | | 10TH HIGHEST DAY | 564 | 48 | 10 | 58 | 178 | 226 | | | |
| | | | | | | ANNUAL AVERAGE DAY | 285 | 13 | 14 | 27 | 48 | 61 | | | |
| | | | | | | 30TH PEAK HOUR | 70 | 6 | 1 | 7 | 22 | 28 | | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.
 # It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | LOCATION | NAME | DIREC- | CLASS- | YEAR 1973 | TOTAL | REST AREA | AUTOS | TOTAL | CAMPER, | TOTAL REC- | REST AREA | APPROACHING MAINLINE | |
|----|-----|----------|----------|------------------|------|--------|--------------------|-----------|-------|-----------|-------|-------|---------|------------|-----------|----------------------|--------|
| | | | | | | | | | | | | | | | | 1973 | ANNUAL |
| | | | | | | | | | | | | | | | | AADT | GROWTH |
| 56 | 8 | IMP R3.1 | | Mountain Springs | B | AG | 10TH HIGHEST DAY | 488 | 39 | 9 | 48 | 144 | 183 | 104,755 | 4,900 | 4.5% | |
| | | | | | | | ANNUAL AVERAGE DAY | 287 | 13 | 14 | 27 | 48 | 61 | | | | |
| | | | | | | | 30TH PEAK HOUR | 64 | 5 | 1 | 6 | 19 | 24 | | | | |
| 57 | 8 | IMP 31+ | | Sunbeam | B* | AG | 10TH HIGHEST DAY | 447 | 33 | 31 | 64 | 103 | 136 | 93,075 | 4,350 | 3.5% | |
| | | | | | | | ANNUAL AVERAGE DAY | 255 | 13 | 20 | 33 | 40 | 53 | | | | |
| | | | | | | | 30TH PEAK HOUR | 46 | 4 | 3 | 7 | 10 | 14 | | | | |
| 58 | 8 | IMP 80.2 | | Sand Hills | E | A | 10TH HIGHEST DAY | 330 | 26 | 23 | 49 | 83 | 109 | 71,540 | 2,175 | 3.5% | |
| | | | | | | | ANNUAL AVERAGE DAY | 196 | 10 | 16 | 26 | 33 | 43 | | | | |
| | | | | | | | 30TH PEAK HOUR | 35 | 2 | 2 | 4 | 9 | 11 | | | | |
| 59 | 101 | SB 46.3 | | Gaviota | N* | B | 10TH HIGHEST DAY | 323 | 25 | 10 | 35 | 80 | 105 | 71,540 | 2,175 | 3.5% | |
| | | | | | | | ANNUAL AVERAGE DAY | 196 | 10 | 16 | 26 | 33 | 43 | | | | |
| | | | | | | | 30TH PEAK HOUR | 32 | 2 | 1 | 3 | 7 | 9 | | | | |
| 60 | 101 | SLO 6+ | | Nipomo | S* | B | 10TH HIGHEST DAY | 254 | 27 | 24 | 51 | 80 | 107 | 57,670 | 2,500 | 5.0% | |
| | | | | | | | ANNUAL AVERAGE DAY | 158 | 10 | 21 | 31 | 30 | 40 | | | | |
| | | | | | | | 30TH PEAK HOUR | 27 | 3 | 3 | 6 | 8 | 11 | | | | |
| 61 | 101 | SB 46.3 | | Gaviota | N | B | 10TH HIGHEST DAY | 251 | 26 | 13 | 39 | 78 | 104 | 57,670 | 2,500 | 5.0% | |
| | | | | | | | ANNUAL AVERAGE DAY | 158 | 10 | 21 | 31 | 30 | 40 | | | | |
| | | | | | | | 30TH PEAK HOUR | 24 | 3 | 1 | 4 | 8 | 11 | | | | |

GROUP I TOTAL - 14,055,055

| | | | | | | | | | | | |
|-----------------------|--------------------|-----|----|----|-----|-----|-----|-----|---------|-------|------|
| AVERAGE FOR GROUP I { | 10TH HIGHEST DAY | 689 | 78 | 47 | 125 | 221 | 299 | 299 | 130,139 | 4,709 | 7.2% |
| | ANNUAL AVERAGE DAY | 357 | 24 | 48 | 125 | 221 | 299 | 299 | | | |
| | 30TH PEAK HOUR | 1 | 8 | 5 | 13 | 23 | 31 | 31 | | | |

GROUP II
FREEWAY NEAR SMALL CITIES

| | | | | | | | | | | | | | | | | |
|----|-----|---------|---------|----|---|--------------------|-----|-----|----|-----|-----|-----|---------|--------|------|--|
| 59 | 101 | SB 46.3 | Gaviota | N* | B | 10TH HIGHEST DAY | 995 | 110 | 34 | 144 | 318 | 428 | | | | |
| | | | | | | ANNUAL AVERAGE DAY | 582 | 38 | 58 | 96 | 110 | 148 | 212,430 | 9,000 | 9.0% | |
| | | | | | | 30TH PEAK HOUR | 97 | 11 | 3 | 14 | 31 | 42 | | | | |
| S* | B | | | | | 10TH HIGHEST DAY | 974 | 109 | 29 | 138 | 338 | 447 | | | | |
| | | | | | | ANNUAL AVERAGE DAY | 492 | 30 | 49 | 79 | 93 | 123 | 179,580 | 9,000 | 9.0% | |
| | | | | | | 30TH PEAK HOUR | 107 | 13 | 4 | 17 | 41 | 54 | | | | |
| 60 | 101 | SLO 6+ | Nipomo | N | B | 10TH HIGHEST DAY | 948 | 74 | 78 | 152 | 258 | 232 | 213,525 | 10,000 | 7.0% | |
| | | | | | | ANNUAL AVERAGE DAY | 585 | 28 | 59 | 87 | 98 | 126 | | | | |
| | | | | | | 30TH PEAK HOUR | 86 | 7 | 7 | 14 | 23 | 30 | | | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

APPENDIX

SAFETY ROADSIDE REST VEHICLE USE STUDY

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

At these existing roadside rests traffic counts have not been made.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 | | REST AREA TOTAL VEHICLES | TOTAL AUTOS WITH TRAILER | TOTAL LENGTHY MOTOR VEHICLES | TOTAL CAMPERS | TOTAL RECREATIONAL VEHICLES | TOTAL VEHICLES IN A YEAR | REST AREA VEHICLES | VEHICLES | ANNUAL GROWTH |
|----|-----|--------|----------|-------------|---------------------|----------------|--------------------|--------------------|--------------------------|--------------------------|------------------------------|---------------|-----------------------------|--------------------------|--------------------|----------|---------------|
| | | | | | | | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | | | | | | | | | |
| 68 | 99 | MAD | 25+ | Chowchilla | N | B | 10TH HIGHEST DAY | 936 | 102 | 116 | 218 | 301 | 403 | 198,560 | 9,300 | 4.5% | |
| | | | | | | | ANNUAL AVERAGE DAY | 544 | 35 | 98 | 133 | 103 | 138 | | | | |
| | | | | | | | 30TH PEAK HOUR | 74 | 8 | 9 | 17 | 24 | 32 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 892 | 93 | 116 | 209 | 275 | 368 | 198,560 | 9,300 | 4.5% | |
| | | | | | | | ANNUAL AVERAGE DAY | 544 | 35 | 98 | 133 | 103 | 138 | | | | |
| | | | | | | | 30TH PEAK HOUR | 80 | 8 | 10 | 18 | 25 | 33 | | | | |
| 69 | 99 | STA RO | + | Turlock | N | B | 10TH HIGHEST DAY | 956 | 79 | 150 | 229 | 265 | 344 | 239,075 | 11,200 | 4.0% | |
| | | | | | | | ANNUAL AVERAGE DAY | 655 | 35 | 124 | 159 | 118 | 153 | | | | |
| | | | | | | | 30TH PEAK HOUR | 86 | 7 | 14 | 21 | 24 | 31 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 976 | 81 | 150 | 231 | 271 | 352 | 239,075 | 11,200 | 4.0% | |
| | | | | | | | ANNUAL AVERAGE DAY | 655 | 35 | 124 | 159 | 118 | 153 | | | | |
| | | | | | | | 30TH PEAK HOUR | 100 | 8 | 15 | 23 | 28 | 36 | | | | |
| 70 | 21 | SOL | 5+ | Benicia | S | B | 10TH HIGHEST DAY | 619 | 27 | 104 | 131 | 134 | 161 | 120,815 | 7,500 | 13.5% | |
| | | | | | | | ANNUAL AVERAGE DAY | 331 | 8 | 72 | 80 | 40 | 48 | | | | |
| | | | | | | | 30TH PEAK HOUR | 67 | 3 | 11 | 14 | 14 | 17 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 778 | 38 | 27 | 65 | 188 | 226 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 331 | 8 | 72 | 80 | 40 | 48 | | | | |
| | | | | | | | 30TH PEAK HOUR | 98 | 5 | 3 | 8 | 24 | 29 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 963 | 76 | 37 | 113 | 202 | 278 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 617 | 30 | 43 | 73 | 80 | 110 | | | | |
| | | | | | | | 30TH PEAK HOUR | 102 | 8 | 4 | 12 | 21 | 29 | | | | |
| 71 | 80 | PLA | 9.0 | Loomis | E | BK | 10TH HIGHEST DAY | 963 | 76 | 37 | 113 | 202 | 278 | 225,205 | 14,000 | 4.5% | |
| | | | | | | | ANNUAL AVERAGE DAY | 617 | 30 | 43 | 73 | 80 | 110 | | | | |
| | | | | | | | 30TH PEAK HOUR | 102 | 8 | 4 | 12 | 21 | 29 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 1172 | 104 | 24 | 128 | 278 | 382 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 617 | 30 | 43 | 73 | 80 | 110 | | | | |
| | | | | | | | 30TH PEAK HOUR | 155 | 14 | 3 | 17 | 37 | 51 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 632 | 63 | 21 | 84 | 168 | 231 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 353 | 20 | 32 | 52 | 53 | 73 | | | | |
| | | | | | | | 30TH PEAK HOUR | 66 | 7 | 2 | 9 | 18 | 25 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 668 | 64 | 13 | 77 | 166 | 230 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 395 | 20 | 32 | 52 | 63 | 73 | | | | |
| | | | | | | | 30TH PEAK HOUR | 68 | 6 | 10 | 16 | 20 | 26 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 628 | 51 | 37 | 88 | 180 | 231 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 395 | 20 | 75 | 95 | 70 | 90 | | | | |
| | | | | | | | 30TH PEAK HOUR | 75 | 6 | 4 | 10 | 22 | 28 | | | | |
| 73 | 152 | MER | 39.3 | San Joaquin | E | B | 10TH HIGHEST DAY | 668 | 56 | 98 | 154 | 196 | 252 | 144,175 | 6,750 | 6.0% | |
| | | | | | | | ANNUAL AVERAGE DAY | 395 | 20 | 75 | 95 | 70 | 90 | | | | |
| | | | | | | | 30TH PEAK HOUR | 68 | 6 | 10 | 16 | 20 | 26 | | | | |
| | | | | | | | 10TH HIGHEST DAY | 847 | 88 | 39 | 127 | 249 | 337 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 562 | 40 | 51 | 91 | 112 | 152 | | | | |
| | | | | | | | 30TH PEAK HOUR | 102 | 11 | 5 | 16 | 30 | 41 | | | | |

It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

APPENDIX

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 VOLUME QUOTED FOR: | REST AREA TOTAL VEHICLES | | | TOTAL LENGTHY TRUCKS | CAMPERS, MOTOR VEHICLES, HOMES | TOTAL REC. REATIONAL VEHICLES | REST AREA VEHICLES IN A YEAR | APPROACHING MAINLINE 1973 AADT | ANNUAL GROWTH | |
|------------------------|-----|-----|----------|--------------|---------------------|----------------|--|--------------------------|----------|---------|----------------------|--------------------------------|--|------------------------------|--------------------------------|---------------|------|
| | | | | | | | | AUTOS WITH TRAILER | VEHICLES | TRAILER | | | | | | | |
| 74 | 14 | LA | 44+ | Puritan Mine | S | B | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 955 | 123 | 18 | 141 | 344 | 467 | 205,130 | 9,600 | 6.0% | |
| 75 | 15 | SBD | 30.0 | Oak Hill | N# | B | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 562 | 40 | 51 | 91 | 112 | 152 | 64 | 277,400 | 13,000 | 7.0% |
| | | | | | S# | B | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1193 | 128 | 151 | 279 | 376 | 504 | 277,400 | 13,000 | 7.0% | |
| 76 | 10 | SBD | 38.2 | Wildwood | E * | B | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 760 | 50 | 182 | 232 | 147 | 197 | 277,400 | 13,000 | 7.0% | |
| 77 | 10 | RIV | 4.2 | Brookside | W * | B | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1208 | 140 | 104 | 244 | 410 | 550 | 266,085 | 13,000 | 3.0% | |
| 78 | 10 | RIV | 26.2 | Whitewater | E @ | B | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 729 | 40 | 160 | 200 | 130 | 170 | 246,740 | 13,500 | 3.0% | |
| 79 | 10 | RIV | 134.1 | Wiley's Well | B* | BGH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 145 | 17 | 13 | 30 | 49 | 66 | 235,060 | 11,000 | 3.5% | |
| AVERAGE FOR GROUP II { | | | | | | | | | | | | | GROUP II TOTAL - 7,702,230 | | | | |
| AVERAGE FOR GROUP II { | | | | | | | | | | | | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | | | |
| | | | | | | | | 937 | 96 | 100 | 196 | 290 | 386 | 208,168 | 10.573 | 5.7% | |
| | | | | | | | | 570 | 34 | 92 | 126 | 103 | 137 | 21 | | | |
| | | | | | | | | 101 | 11 | 10 | 21 | 31 | 42 | | | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

@ At these existing roadside rests traffic counts have not been made.

SAFETY ROADSIDE REST VEHICLE USE STUDY

GROUP III

FREEWAY NEAR LARGE CITIES

| LOCATION # RTE CO. POSTMILE | NAME | DIREC- TION OF TRAVEL | CLASS- IFICATION | YEAR 1973 VOLUME QUOTED FOR: | REST AREA | | TOTAL AUTOS WITH VEHICLES, TRAILER | TOTAL LENTHY VEHICLES, TRUCKS | CAMPER, MOTOR HOME | TOTAL REC- REATIONAL VEHICLES | REST AREA VEHICLES IN A YEAR | APPROACHING MAINLINE 1973 AADT | ANNUAL GROWTH |
|--------------------------------|------------------|-----------------------------|---------------------|--|-------------------|---------|--|--|--------------------------|-------------------------------------|------------------------------------|--------------------------------------|------------------|
| | | | | | TOTAL VEHICLES | TRAILER | | | | | | | |
| 80 101 SCL 28+ | Coyote | N # | CK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 213 | 50 | 263 | 213 | 426 | 206,955 | 21,000 | 6.0% | |
| 81 101 SM 15+ | South Burlingame | B | CGJKL | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 567 | 28 | 102 | 130 | 98 | 126 | 206,955 | 21,000 | 6.0% |
| 82 280 SM R13.5 | Crystal Springs | N* | CL | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1166 | 8 | 52 | 60 | 62 | 70 | 354,780 | 135,000 | 2.0% |
| 83 101 MRN 25+ | Novato | S # | CK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 972 | 5 | 39 | 44 | 40 | 45 | 354,780 | 135,000 | 2.0% |
| 84 80 SOL 6.5 | Hunter Hill | W *# | CK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 106 | 1 | 5 | 6 | 6 | 7 | 171,550 | 21,500 | 16.4% |
| 85 80 SOL 35.0 | Dixon | E | CK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 550 | 7 | 18 | 25 | 44 | 51 | 233,965 | 21,750 | 6.0% |
| 86 580 AIA 16.0 | Dublin | E | CK | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 470 | 5 | 14 | 19 | 30 | 35 | 209,875 | 21,300 | 8.5% |
| 87 5 SAC 34.1 | Elkhorn | S *# | C | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 58 | 1 | 2 | 3 | 5 | 6 | 209,875 | 21,300 | 8.5% |
| 88 5 SAC 3.7 | Mokelumne | N | C | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 358 | 36 | 42 | 78 | 108 | 144 | 102,930 | 7,800 | 9.0% |
| | | | | | 234 | 15 | 35 | 50 | 45 | 60 | 85,410 | 6,500 | 8.0% |
| | | | | | 32 | 3 | 4 | 7 | 10 | 13 | | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.
 # It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

APPENDIX

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | NAME | LOCATION | DIREC- | CLASS- | YEAR 1973 | VOLUME QUOTED FOR: | REST AREA | AUTOS WITH TRAILER | TOTAL VEHICLES | CAMPER, LENTHY MOTOR VEHICLES | TOTAL REC- REATIONAL VEHICLES | REST AREA VEHICLES IN A YEAR | APPROACHING MAINLINE | | |
|----|-----|-----|----------|-----------|----------|--------|------------------|--------------------|--------------------|-----------|--------------------------|-------------------|--|-------------------------------------|------------------------------------|----------------------|------------------|-------|
| | | | | | | | | | | | | | | | | 1973 A.D.T. | ANNUAL GROWTH | |
| 88 | 5 | SAC | 3.7 | Mokelumne | S | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 377 | 39 | 22 | 61 | 118 | 157 | 85,410 | 6,500 | 8.0% | |
| | | | | | | | 30TH PEAK HOUR | 324 | 35 | 15 | 50 | 45 | 60 | | | | | |
| | | | | | N | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 791 | 88 | 90 | 178 | 250 | 338 | 183,960 | 14,000 | 6.5% | |
| | | | | | | | 30TH PEAK HOUR | 504 | 35 | 9 | 101 | 100 | 135 | | | | | |
| | | | | | S | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 82 | 9 | 9 | 18 | 26 | 35 | | | | |
| | | | | | | | 30TH PEAK HOUR | 80 | 9 | 5 | 14 | 26 | 35 | | | | | |
| | | | | | S | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 796 | 89 | 46 | 135 | 255 | 344 | 183,960 | 14,000 | 6.5% | |
| | | | | | | | 30TH PEAK HOUR | 504 | 35 | 76 | 101 | 100 | 135 | | | | | |
| | | | | | N | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 80 | 8 | 5 | 14 | 26 | 34 | | | | |
| | | | | | | | 30TH PEAK HOUR | 83 | 8 | 12 | 20 | 26 | 34 | | | | | |
| | | | | | S | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 821 | 84 | 117 | 201 | 253 | 337 | 197,100 | 15,000 | 7.5% | |
| | | | | | | | 30TH PEAK HOUR | 540 | 35 | 97 | 132 | 105 | 140 | | | | | |
| | | | | | S | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 83 | 8 | 12 | 20 | 26 | 34 | | | | |
| | | | | | | | 30TH PEAK HOUR | 76 | 7 | 12 | 19 | 21 | 28 | | | | | |
| | | | | | S | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 70 | 117 | 187 | 210 | 280 | | | | | |
| | | | | | | | 30TH PEAK HOUR | 540 | 35 | 97 | 132 | 105 | 140 | | | | | |
| | | | | | S | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 76 | 7 | 12 | 19 | 21 | 28 | | | | |
| | | | | | | | 30TH PEAK HOUR | 540 | 35 | 100 | 132 | 102 | 134 | | | | | |
| | | | | | S | # | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 885 | 82 | 137 | 219 | 262 | 344 | 202,940 | 20,600 | 5.5% |
| | | | | | | | 30TH PEAK HOUR | 556 | 32 | 100 | 132 | 102 | 134 | | | | | |
| | | | | | S | # | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 96 | 9 | 15 | 24 | 28 | 37 | | | |
| | | | | | | | 30TH PEAK HOUR | 96 | 9 | 15 | 24 | 28 | 37 | | | | | |
| | | | | | S | # | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 851 | 77 | 56 | 133 | 245 | 322 | 202,940 | 20,600 | 5.5% |
| | | | | | | | 30TH PEAK HOUR | 556 | 32 | 100 | 132 | 102 | 134 | | | | | |
| | | | | | S | # | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 102 | 9 | 7 | 16 | 29 | 38 | | | |
| | | | | | | | 30TH PEAK HOUR | 102 | 9 | 7 | 16 | 29 | 38 | | | | | |
| | | | | | S | # | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 527 | 21 | 22 | 43 | 94 | 115 | 109,865 | 8,350 | 9.0% |
| | | | | | | | 30TH PEAK HOUR | 301 | 13 | 24 | 37 | 35 | 48 | | | | | |
| | | | | | S | # | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 53 | 2 | 2 | 4 | 10 | 12 | | | |
| | | | | | | | 30TH PEAK HOUR | 87 | 6 | 2 | 8 | 24 | 30 | | | | | |
| | | | | | S | # | CGJK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 968 | 68 | 22 | 90 | 264 | 332 | 187,975 | 52,000 | 8.0% |
| | | | | | | | 30TH PEAK HOUR | 515 | 20 | 72 | 92 | 78 | 98 | | | | | |
| | | | | | S | @# | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 87 | 6 | 2 | 8 | 24 | 30 | | | |
| | | | | | | | 30TH PEAK HOUR | 87 | 6 | 2 | 8 | 24 | 30 | | | | | |
| | | | | | S | @# | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 1267 | 85 | 24 | 109 | 362 | 447 | 210,240 | 24,500 | 8.5% |
| | | | | | | | 30TH PEAK HOUR | 576 | 20 | 80 | 100 | 85 | 105 | | | | | |
| | | | | | S | *# | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 144 | 10 | 3 | 13 | 41 | 51 | | | |
| | | | | | | | 30TH PEAK HOUR | 1251 | 79 | 51 | 130 | 335 | 414 | | | | | |
| | | | | | S | *# | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 662 | 23 | 92 | 115 | 98 | 121 | 241,630 | 24,500 | 8.5% |
| | | | | | | | 30TH PEAK HOUR | 1251 | 9 | 6 | 15 | 36 | 45 | | | | | |
| | | | | | S | *# | CK | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 720 | 55 | 172 | 282 | 392 | 531 | 262,800 | 27,500 | 11.0% |
| | | | | | | | 30TH PEAK HOUR | 149 | 19 | 12 | 31 | 53 | 72 | | | | | |
| | | | | | S | # | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 491 | 39 | 87 | 126 | 159 | | 142,350 | 10,850 | 5.7% |
| | | | | | | | 30TH PEAK HOUR | 390 | 24 | 70 | 93 | 70 | 93 | | | | | |
| | | | | | S | # | C | 10TH HIGHEST DAY | ANNUAL AVERAGE DAY | 55 | 10 | 14 | 14 | 18 | | | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

@ At these existing roadside rests traffic counts have not been made.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | LOCATION | DIREC- | CLASS- | YEAR 1973 | REST AREA VOLUME QUOTED FOR: | TOTAL VEHICLES | AUTOS WITH TRAILER | TOTAL VEHICLES | LENGTHY VEHICLES/HOMES | TOTAL CAMPER, RELATIONAL VEHICLES | REST AREA | APPROACHING MAINLINE | | |
|----|-----|-----|----------|---------------|--------|--------|-----------|--|--------------------|--------------------------|-------------------|---------------------------|--|------------------|----------------------|----------------|--------------------|
| | | | | | | | | | | | | | | | ROUTE | CLASSIFICATION | ANNUAL AVERAGE DAY |
| 96 | 60 | SBD | 8.6 | Mountain View | W | # | C | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 554 390 73 | 50 23 7 | 30 70 4 | 80 93 11 | 153 70 20 | 203 93 27 | 142,350 | 10,850 | 5.7% |
| 97 | 10 | SBD | 14.4 | Fontana | W* | # | C | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 1531 945 153 | 89 33 9 | 73 170 7 | 162 203 16 | 373 138 37 | 462 171 46 | 344,925 | 25,550 | 5.5% |

| | | | | | | | | | | | |
|---------------------------------|---|--|------------------|---------------|---------------|------------------|-----------------|------------------|---------|--------|------|
| AVERAGE FOR GROUP III | { | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 857 538 90 | 70 25 7 | 60 14 7 | 130 104 14 | 224 84 24 | 294 109 31 | 196,482 | 23,486 | 6.6% |
| ALL FREEWAYS TOTAL - 26,865,825 | | | | | | | | | | | |
| AVERAGE FOR ALL FREEWAYS | { | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 768 431 80 | 81 26 8 | 60 62 6 | 141 88 14 | 235 77 25 | 316 103 33 | 157,109 | 8,833 | 6.6% |

GROUP IV

NON-FREEWAY, ISOLATED, RURAL, NOT IN DESERT

| | | | | | | | | | | | | | | | | |
|-----|---|-----|-----------------|---------------|---|----|--|------------------|---------------|--------------|----------------|-----------------|-----------------|--------|-------|------|
| 98 | 1 | LA | 59 ⁺ | Point Mugu | N | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 513 242 74 | 53 13 8 | 2 7 1 | 55 20 9 | 176 43 25 | 229 56 33 | 88,330 | 4,800 | 2.0% |
| 99 | 1 | SLO | 45 ⁺ | Harmony | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 520 242 69 | 55 13 7 | 2 20 1 | 57 20 8 | 182 43 24 | 237 56 31 | 88,330 | 4,800 | 2.0% |
| 100 | 1 | SLO | 67 ⁺ | Carpojo Creek | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 655 262 87 | 64 13 9 | 4 8 1 | 68 21 10 | 173 35 23 | 237 48 32 | 95,630 | 5,200 | 9.0% |
| 101 | 1 | SM | 5 ⁺ | Pigeon Point | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 385 190 54 | 40 5 5 | 3 4 1 | 43 9 6 | 141 9 6 | 181 18 20 | 36,500 | 2,000 | 5.0% |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

At these existing roadside rests traffic counts have not been made.

APPENDIX II

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE CO. | POSTMILE | LOCATION | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 VOLUME QUOTED FOR: | REST AREA VEHICLES | | TOTAL LENGTH VEHICLES | | CAMPERS, MOTOR VEHICLES, HOMES | | REST AREA VEHICLES IN A YEAR | | APPROACHING 1973 AADT | MAINLINE ANNUAL GROWTH |
|------------------|---------|----------|------------------|------|---------------------|--|------------------------------|--------------------|---------------|-----------------------|-----------------|--------------------------------|-----------------------|------------------------------|-------|-----------------------|------------------------|
| | | | | | | | | AUTOS WITH TRAILER | TRUCKS | TOTAL VEHICLES | VEHICLES | TOTAL RECREATIONAL VEHICLES | RECREATIONAL VEHICLES | VEHICLES IN A YEAR | | | |
| 102 1 MNR 9+ | | | Stinson Beach | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 390 116 59 | 10 2 1 | 8 12 1 | 18 14 2 | 36 5 2 | 46 7 5 | 42,340 | 2,300 | 11.0% | | |
| 103 1 MNR 25+ | | | Bolinas | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 213 96 29 | 12 13 1 | 27 18 4 | 49 25 5 | 61 30 7 | 35,040 | 1,900 | 5.5% | | | |
| 104 1 SON 6+ | | | Bodega Bay | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 408 166 54 | 25 13 3 | 10 18 1 | 125 25 17 | 150 30 20 | 60,590 | 3,300 | 7.5% | | | |
| 105 1 SON 47+ | | | Stewart | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 157 53 20 | 17 3 3 | 11 7 1 | 28 10 4 | 44 8 5 | 19,345 | 1,060 | 7.5% | | | |
| 106 1 MEN 86+ | | | Wages Creek | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 153 515 19 | 5 20 7 | 4 72 1 | 9 92 8 | 48 78 5 | 53 98 12 | 187,975 | 750 | 6.0% | | |
| 107 199 DN 33.4 | | | Callier Tunnel | B* | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 375 139 43 | 50 10 6 | 11 13 1 | 61 23 7 | 139 28 16 | 189 38 22 | 50,735 | 2,200 | 7.0% | | |
| 108 97 SIS 21.8 | | | Grass Lake | B* | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 330 159 33 | 55 15 5 | 22 27 2 | 77 42 7 | 127 35 13 | 182 50 18 | 58,035 | 2,150 | 5.5% | | |
| 109 139 MOD 15+ | | | Hackamore | B | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 153 65 18 | 36 8 4 | 5 5 1 | 41 13 5 | 68 15 8 | 104 23 12 | 23,725 | 900 | 4.0% | | |
| 110 299 TRI 3.8 | | | I Have Found It | B | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 236 90 29 | 26 5 3 | 5 9 1 | 31 14 4 | 77 15 9 | 103 20 12 | 32,850 | 1,250 | 7.0% | | |
| 111 299 TRI 56.8 | | | Douglas City | B* | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 339 171 45 | 46 13 6 | 15 10 2 | 61 23 8 | 123 35 8 | 169 48 22 | 62,415 | 1,900 | 5.0% | | |
| 112 299 SHA 60.6 | | | Montgomery Creek | B* | DL | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 156 69 17 | 20 5 2 | 12 6 1 | 32 11 3 | 50 13 6 | 70 18 8 | 25,185 | 1,700 | 4.5% | | |
| 113 299 MOD 10+ | | | Adin | B | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 147 69 18 | 18 5 3 | 9 5 1 | 27 10 4 | 44 13 5 | 62 18 8 | 25,185 | 950 | 5.0% | | |
| 114 3 TRI 78+ | | | New York Place | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 60 18 9 | 7 2 1 | 4 3 2 | 18 3 2 | 4 3 2 | 18 13 4 | 6,570 | 350 | 4.0% | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE CO. | POSTMILE | LOCATION | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 VOLUME QUOTED FOR: | REST AREA TOTAL VEHICLES | | AUTOS WITH TRAILER | TOTAL TRUCKS | TOTAL VEHICLES | CAMPERS, MOTOR VEHICLES, HOMES | TOTAL REC. VEHICLES IN A YEAR | REST AREA IN A YEAR | APPROACHING MAINLINE ADAT | ANNUAL GROWTH |
|------------------|--------------------|-------------|----------|--|--|----------------|------------------------------|--------------------------|-----------|--------------------|--------------|----------------|--------------------------------|-------------------------------|---------------------|---------------------------|---------------|
| | | | | | | | | * | * | | | | | | | | |
| 115 44 SHA 34.7 | | Shingletown | B* | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 216 65 25 | 53 8 7 | 5 1 | 58 15 8 | 99 12 12 | 152 19 19 | 23,725 | 930 | 7.0% | | |
| 116 44 LAS 14.5 | Bogard Ranger Sta. | B@ | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 150 46 17 | 30 5 3 | 12 5 3 | 42 10 6 | 62 10 8 | 92 15 11 | 16,790 | 1,050 | 6.0% | | | |
| 117 89 PLU 12.8 | Almanor | B@ | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 104 37 12 | 17 3 2 | 3 1 | 45 3 5 | 62 8 7 | 62 11 7 | 13,505 | 560 | 0.0% | | | |
| 118 99 TEH 0+ | Vina | N | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 294 177 33 | 59 15 7 | 26 3 3 | 85 33 10 | 59 40 7 | 118 55 14 | 64,605 | 2,450 | 2.0% | | | |
| 119 20 NEV 35.7 | Alpha-Omega | B* | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 260 177 28 | 40 15 4 | 25 3 3 | 65 33 7 | 90 40 10 | 130 55 14 | 64,605 | 2,450 | 2.0% | | | |
| 120 70 BUT 29.0 | West Branch | B@ | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 357 138 39 | 43 8 5 | 6 1 | 49 11 6 | 123 19 13 | 166 31 18 | 50,370 | 1,600 | 7.0% | | | |
| 121 70 PLU 31.4 | Paxton | B | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 245 138 39 | 37 8 5 | 13 1 | 50 11 5 | 93 14 11 | 130 28 15 | 33,580 | 1,700 | 7.0% | | | |
| 122 70 PLU 95.8 | Beckwourth Pass | B@ | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 253 94 30 | 48 10 6 | 20 3 | 68 20 9 | 96 20 11 | 144 30 17 | 34,310 | 1,300 | 5.0% | | | |
| 123 108 TUO 50+ | Donnell Overlook | B@ | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 250 108 32 | 20 5 3 | 16 13 3 | 36 18 6 | 79 20 11 | 99 25 14 | 39,420 | 1,500 | 5.5% | | | |
| 124 120 TUO 47.4 | Sweetwater | B@ | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 100 108 32 | 3 5 0 | 3 1 1 | 6 4 1 | 37 7 5 | 40 4 5 | 6,570 | 350 | 4.0% | | | |
| 125 140 MPA 28.0 | Midpines | B@ | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 18 65 40 | 1 3 4 | 1 1 1 | 4 7 5 | 103 10 13 | 103 13 17 | 23,725 | 1,300 | 8.0% | | | |
| 126 46 SLO 49.6 | Shandon | B | D | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | | 646 382 97 | 99 35 15 | 40 27 6 | 139 62 21 | 241 85 36 | 340 120 51 | 139,430 | 5,300 | 6.0% | | | |

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@ At these existing roadside rests traffic counts have not been made.

APPENDIX II

SAFETY ROADSIDE REST VEHICLE USE STUDY

| LOCATION # | RTE CO. POSTMILE | NAME | DIREC- TION OF TRAVEL | CLASS- IFICATION | YEAR 1975 VOLUME QUOTED FOR: | REST AREA TOTAL VEHICLES | | AUTOS WITH TRAILER | TOTAL LENGTHY TRUCKS | CAMPER, MOTOR HOME | TOTAL REC- ATIONAL VEHICLES IN A YEAR | REST AREA 1973 AADT | APPROACHING MAINLINE ANNUAL GROWTH | | |
|--|---------------------|------|-----------------------------|--|---------------------------------|--|-------------------|--------------------------|----------------------------|--------------------------|--|---------------------------|--|-------|--|
| | | | | | | REST AREA TOTAL VEHICLES | 30TH PEAK HOUR | | | | | | | | |
| 127 166 SB 25 [†] | Cuyama | B- | DL | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 70 33 10 | 10 3 1 | 1 2 1 | 11 5 2 | 17 5 2 | 27 8 3 | 12,045 | 600 | 10.5% | | |
| 128 150 VEN 7 [†] | Lake Casitas | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 75 65 7 | 7 5 1 | 3 3 1 | 10 8 1 | 19 13 2 | 26 18 2 | 23,725 | 1,300 | 4.0% | | |
| 129 111 IMP 63.6 | North Shore | B | DJ | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 203 119 24 | 17 8 2 | 67 36 8 | 84 44 10 | 49 23 6 | 66 31 8 | 43,435 | 2,350 | 4.0% | | |
| 130 94 SD 41.1 | Petrero | B | DL | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 72 42 9 | 9 3 1 | 0 2 1 | 9 2 1 | 24 5 1 | 33 8 3 | 15,330 | 970 | 5.5% | | |
| 131 48 LA 15 [†] | Pear Blossom | E | DL | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 39 29 5 | 6 3 1 | 1 3 1 | 7 6 1 | 16 8 2 | 22 11 2 | 10,585 | 675 | 3.0% | | |
| | | W | DL | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 38 29 7 | 6 3 1 | 1 3 1 | 7 6 2 | 15 8 3 | 21 11 4 | 10,585 | 675 | 3.0% | | |
| GROUP IV TOTAL - 1,685,570 | | | | | | | | | | | | | | | |
| AVERAGE FOR GROUP IV | | | | { | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 262 125 134 | 30 4 | 11 2 | 41 18 16 | 83 23 12 | 113 30 16 | 45,556 | 1,922 | |
| 5.5% | | | | | | | | | | | | | | | |
| GROUP V | | | | | | | | | | | | | | | |
| NON-FREEWAY NEAR SMALL OR LARGE CITIES | | | | | | | | | | | | | | | |
| 132 99 SUT 6 [†] | Rio Oso | B | F | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 443 310 49 | 17 8 2 | 57 40 6 | 74 48 8 | 81 38 9 | 98 46 11 | 113,150 | 8,600 | 10.5% | | |
| 133 99 BUT 29 [†] | Butte Creek | N | F | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 206 166 22 | 13 8 1 | 22 15 2 | 35 23 3 | 46 5 5 | 59 36 6 | 60,590 | 4,600 | 3.8% | | |
| | | S | F | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 211 166 24 | 14 8 2 | 22 15 2 | 36 23 4 | 49 28 5 | 63 36 7 | 60,590 | 4,600 | 3.8% | | |

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE CO. | POSTMILE | LOCATION | NAME | DIREC- TION OF TRAVEL | CLASS- IFICATION | YEAR 1973 VOLUME QUOTED FOR: | REST AREA TOTAL VEHICLES | | AUTOS WITH TRAILER | TOTAL LENGTHY VEHICLES | CAMPERS, MOTOR HOME | TOTAL RECREATIONAL VEHICLES | AREA APPROACHING MAINLINE 1973 AADT | ANNUAL GROWTH | |
|------------------|------------------|----------|------------------|------|-----------------------------|---------------------|--|---|---------------|--|------------------------------|---------------------------|--------------------------------|--|------------------|-----------------|
| | | | | | | | | REST AREA 10TH HIGHEST DAY 30TH PEAK HOUR | VEHICLES | | | | | | | |
| 134 67 SD 18.5 | | | Woodson Mountain | B E | | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 555 257 77 | 44 10 6 | 3 13 1 | 47 23 7 | 131 30 18 | 175 40 24 | 93,805 4,750 | 9.0% | |
| 135 36 PLU 12.8 | Chester | | | B* | E | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 189 84 21 | 21 5 2 | 10 7 1 | 31 12 3 | 63 15 7 | 84 20 9 | 30,660 2,200 | 5.0% | |
| 136 70 PLU 49.8 | Massack | | | B* | E | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 240 109 26 | 32 10 4 | 25 13 3 | 57 23 5 | 80 25 8 | 112 35 12 | 39,785 2,000 | 4.0% | |
| 137 49 CAL 12.9 | San Domingo | | | B@ | EJ | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 354 172 42 | 30 8 4 | 5 12 1 | 35 20 5 | 94 25 11 | 124 33 15 | 62,780 4,250 | 5.5% | |
| 138 49 CAL 2.6 | Carson Hill | | | B@ | E | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 137 82 16 | 9 3 1 | 4 4 1 | 13 7 2 | 37 13 4 | 46 16 5 | 29,930 1,400 | 3.0% | |
| 139 88 AMA 10+ | Mountain Springs | | | B@ | E | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 321 190 41 | 29 10 4 | 8 17 1 | 37 27 5 | 101 27 5 | 130 45 17 | 69,350 3,250 | 5.5% | |
| 140 18 SBD 30+ | Desert View | | | B | E | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 590 281 70 | 32 8 4 | 8 8 1 | 40 16 5 | 127 32 15 | 159 40 19 | 102,565 4,800 | 7.0% | |
| 141 126 VEN 16+ | Filmore | | | B | EL | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 524 397 61 | 43 23 5 | 38 28 4 | 81 51 9 | 130 70 15 | 173 93 20 | 144,905 11,300 | 5.0% | |
| 142 111 IMP 29.3 | Two Rivers | | | B* | EH | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 220 133 26 | 7 3 1 | 45 25 5 | 52 28 6 | 32 15 4 | 39 18 5 | 48,545 3,200 | 4.0% | |
| | | | | | | | | | | GROUP V TOTAL - | | 856,655 | | | | |
| | | | | | | | | AVERAGE FOR GROUP V } | | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 733 196 39 | 24 9 3 | 21 12 10 | 45 25 13 | 105 32 13 | 4,579 71,388 |
| | | | | | | | | | | 6.1% | | | | | | |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

@ At these existing roadside rests traffic counts have not been made.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| LOCATION # RTE CO. POSTMILE | NAME | DIRECTION OF TRAVEL | CLASSIFICATION | YEAR 1973 VOLUME QUOTED FOR: | | | TOTAL VEHICLES | CAMPER, MOTOR LENGTHY VEHICLES | TOTAL RECREATIONAL VEHICLES | REST AREA IN A YEAR | APPROACHING MAINLINE AADT | ANNUAL GROWTH |
|--------------------------------|------|---------------------|----------------|------------------------------|--------------------|------------------|----------------|--------------------------------|-----------------------------|---------------------|---------------------------|---------------|
| | | | | REST AREA TOTAL | AUTOS WITH TRAILER | VEHICLES TRAILER | | | | | | |

GROUP VI

NON-FREEWAY IN DESERT

| | | | | | | | | | | | | |
|------------------|----------------|----|----|--|------------|----------|---------|-----------|-----------|-----------|--------------|------|
| 143 14 KER 34.7 | Jawbone Canyon | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 201 87 25 | 85 18 10 | 15 11 2 | 100 29 12 | 118 25 14 | 203 43 24 | 31,755 1,725 | 3.0% |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 188 87 28 | 77 18 12 | 9 11 1 | 86 29 13 | 107 25 16 | 184 43 28 | 31,755 1,725 | 3.0% |
| 144 395 SBD 5+ | Aqueduct | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 239 136 21 | 61 20 5 | 16 12 1 | 77 32 6 | 106 35 9 | 167 55 14 | 49,640 2,700 | 7.5% |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 227 136 30 | 58 20 8 | 7 12 1 | 65 32 9 | 101 35 13 | 159 55 21 | 49,640 2,700 | 7.5% |
| 145 395 SBD 60+ | Red Mountain | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 105 58 11 | 25 8 3 | 4 5 1 | 32 35 4 | 47 15 5 | 72 23 8 | 21,170 1,150 | 6.0% |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 117 58 16 | 31 8 4 | 4 5 1 | 35 13 5 | 58 15 4 | 89 23 12 | 21,170 1,150 | 6.0% |
| 146 395 KER 23.0 | Inyokern | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 80 28 10 | 21 8 4 | 4 5 1 | 25 11 3 | 33 11 3 | 54 16 6 | 10,220 550 | 5.0% |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 91 28 7 | 26 8 2 | 2 3 1 | 28 11 1 | 41 8 8 | 67 16 10 | 10,220 550 | 5.0% |
| 147 395 INY 8+ | Little Lake | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 235 91 31 | 54 10 7 | 8 6 1 | 62 16 8 | 108 20 14 | 162 30 21 | 33,215 1,800 | 5.0% |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 226 91 31 | 50 10 7 | 4 6 1 | 54 16 8 | 100 20 14 | 150 30 21 | 33,215 1,800 | 5.0% |
| 148 395 INY | Haiwee | B* | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 402 168 54 | 79 11 1 | 9 12 1 | 88 29 12 | 176 38 24 | 255 55 35 | 61,320 3,650 | 8.0% |

* These are existing roadside rests and the traffic volumes shown are based upon actual counts.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| LOCATION # RTE CO. | POSTMILE | NAME | DIREC- TION OF TRAVEL | CLASS- IFICATION VOLUME QUOTED FOR: YEAR 1973 | REST AREA VEHICLES TOTAL | AUTOS WITH TRAILER | TOTAL VEHICLES TRUCKS | TOTAL LENTHY MOTOR RECREATIONAL VEHICLES HOMES | TOTAL REC- REST AREA VEHICLES IN A YEAR | APPROACHING MAINLINE | | |
|-----------------------|--------------------------|------|-----------------------------|--|--------------------------------|--------------------------|-----------------------------|---|--|----------------------|-------------------------|--|
| | | | | | | | | | | 1973 AADT | ANNUAL GROWTH | |
| 149 395 INY 24.5 | Olancha | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 235 91 31 | 54 10 7 | 8 1 1 | 62 16 8 | 108 20 14 | 162 30 21 | 33,215 1,800 8.0% | |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 226 91 31 | 50 10 7 | 4 6 1 | 54 16 8 | 100 20 14 | 150 30 21 | 33,215 1,800 8.0% | |
| 150 395 INY 60± | Lone Pine | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 225 101 29 | 43 10 5 | 9 7 1 | 52 17 6 | 98 23 12 | 141 33 17 | 36,865 2,000 7.5% | |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 232 101 39 | 46 10 8 | 5 7 1 | 51 17 9 | 105 23 18 | 151 33 26 | 36,865 2,000 7.5% | |
| 151 395 INY 83.9 | Division Creek (Only N*) | | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 357 160 45 | 64 15 8 | 14 11 2 | 78 26 10 | 162 38 21 | 226 53 29 | 58,400 4,000 8.0% | |
| | | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 225 101 29 | 43 10 5 | 9 7 1 | 52 17 6 | 98 23 12 | 141 33 17 | 36,865 2,000 8.0% | |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 232 101 39 | 46 10 8 | 5 7 1 | 51 17 9 | 105 23 18 | 151 33 26 | 36,865 2,000 8.0% | |
| | | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 356 130 32 | 89 20 10 | 7 8 8 | 96 28 18 | 146 33 16 | 235 53 26 | 47,450 2,575 8.5% | |
| 152 395 INY 122.0 | Round Valley | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 347 130 48 | 85 20 14 | 6 8 1 | 91 28 15 | 140 33 24 | 225 53 38 | 47,450 2,575 8.5% | |
| | | S | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 174 60 48 | 46 10 14 | 3 4 1 | 49 14 6 | 69 15 8 | 115 25 13 | 21,900 1,200 7.0% | |
| 153 395 MNO 32.3 | Crestview | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 171 60 21 | 45 10 7 | 3 4 1 | 48 14 8 | 67 15 10 | 112 25 17 | 21,900 1,200 7.0% | |
| | | S@ | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 169 50 22 | 35 5 4 | 2 2 1 | 37 7 5 | 70 10 9 | 105 15 13 | 18,250 1,000 4.0% | |
| 154 395 MNO 60± | Mono Lake | N | DH | 10TH HIGHEST DAY ANNUAL AVERAGE DAY 30TH PEAK HOUR | 140 50 19 | 28 5 4 | 2 2 1 | 30 7 5 | 56 10 8 | 84 15 12 | 18,250 1,000 4.0% | |

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@ At these existing roadside rests traffic counts have not been made.

SAFETY ROADSIDE REST VEHICLE USE STUDY

| # | RTE | CO. | POSTMILE | LOCATION | NAME | DIREC- | CLASS- | YEAR | 1973 | REST AREA TOTAL VEHICLES | AUTOS WITH TRAILER | TOTAL LENTHY VEHICLES | CAMPERS MOTOR HOME'S | TOTAL REC- REATIONAL VEHICLES | REST AREA VEHICLES IN A YEAR | APPROACHING MAINLINE | | |
|-----|-----|-----|----------|--------------|------|--------|--------------------|------------------|------|--------------------------------|--------------------------|-----------------------------|----------------------------|-------------------------------------|------------------------------------|--------------------------|------|--|
| | | | | | | | | | | | | | | | | 1973 ANNUAL GROWTH | AADT | |
| 155 | 395 | MNO | 85+ | Devil's Gate | N | DH | 10TH HIGHEST DAY | 142 | 26 | 2 | 28 | 68 | 94 | 19,345 | 1,050 | 7.0% | | |
| | | | | | | | ANNUAL AVERAGE DAY | 53 | 5 | 2 | 7 | 13 | 18 | | | | | |
| | | | | | | | 30TH PEAK HOUR | 19 | 3 | 1 | 4 | 9 | 12 | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 147 | 28 | 2 | 30 | 72 | 100 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 53 | 5 | 2 | 7 | 13 | 18 | 19,345 | 1,050 | 7.0% | | |
| | | | | | | | 30TH PEAK HOUR | 20 | 4 | 1 | 5 | 10 | 14 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| 156 | 395 | MNO | 118+ | Topaz | N | DH | 10TH HIGHEST DAY | 124 | 17 | 2 | 19 | 58 | 75 | | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 43 | 3 | 2 | 5 | 10 | 13 | 15,695 | 850 | 5.0% | | |
| | | | | | | | 30TH PEAK HOUR | 13 | 2 | 1 | 3 | 6 | 8 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 104 | 14 | 2 | 16 | 46 | 60 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 43 | 3 | 2 | 5 | 10 | 13 | 15,695 | 850 | 5.0% | | |
| | | | | | | | 30TH PEAK HOUR | 13 | 2 | 1 | 3 | 6 | 8 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 400 | 52 | 13 | 65 | 134 | 186 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 175 | 13 | 11 | 24 | 33 | 46 | 63,875 | 3,150 | 6.0% | | |
| | | | | | | | 30TH PEAK HOUR | 44 | 6 | 1 | 7 | 15 | 21 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | * | DH | 10TH HIGHEST DAY | 99 | 12 | 7 | 19 | 33 | 45 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 41 | 3 | 4 | 6 | 8 | 11 | 14,965 | 825 | 5.0% | | |
| | | | | | | | 30TH PEAK HOUR | 11 | 1 | 1 | 2 | 4 | 5 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | B | DH | 10TH HIGHEST DAY | 112 | 13 | 4 | 17 | 43 | 56 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 45 | 3 | 3 | 6 | 10 | 13 | 16,425 | 159 | 5.0% | | |
| | | | | | | | 30TH PEAK HOUR | 12 | 1 | 1 | 2 | 5 | 6 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 202 | 14 | 19 | 33 | 40 | 54 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 116 | 15 | 17 | 22 | 22 | 25 | 42,340 | 2,300 | 6.0% | | |
| | | | | | | | 30TH PEAK HOUR | 24 | 2 | 3 | 5 | 5 | 7 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 207 | 14 | 19 | 33 | 42 | 56 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 116 | 15 | 17 | 22 | 22 | 25 | 42,340 | 2,300 | 6.0% | | |
| | | | | | | | 30TH PEAK HOUR | 25 | 2 | 3 | 5 | 5 | 7 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 384 | 19 | 39 | 58 | 97 | 116 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 224 | 8 | 33 | 41 | 40 | 48 | 81,760 | 4,450 | 6.0% | | |
| | | | | | | | 30TH PEAK HOUR | 46 | 2 | 5 | 7 | 12 | 14 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 50 | 1 | 6 | 6 | 8 | 8 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 25 | 1 | 3 | 3 | 3 | 3 | 9,125 | 500 | 0.0 | | |
| | | | | | | | 30TH PEAK HOUR | 6 | 0 | 1 | 1 | 1 | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 97 | 7 | 26 | 33 | 17 | 24 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 71 | 3 | 19 | 22 | 8 | 11 | 25,915 | 1,400 | 8.0% | | |
| | | | | | | | 30TH PEAK HOUR | 10 | 1 | 3 | 4 | 2 | 3 | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | S | DH | 10TH HIGHEST DAY | 68 | 7 | 16 | 23 | 11 | 18 | | | | |
| | | | | | | | ANNUAL AVERAGE DAY | 50 | 3 | 14 | 17 | 5 | 8 | 18,250 | 1,000 | 8.0% | | |
| | | | | | | | 30TH PEAK HOUR | 8 | 1 | 2 | 3 | 1 | 2 | | | | | |
| | | | | | | | | | | | | | | | | | | |

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@ At these existing roadside rests traffic counts have not been made.

SAFETY ROADSIDE REST VEHICLE USE STUDY

(2)

40

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